

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 45.]

SATURDAY, NOVEMBER 11, 1871.

[WHOLE No. 1,855. VOL. XLIV.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Boston and Albany Railroad.....	1241
Great Western Railway of Canada.....	1242
Fitchburg Railroad	1243
Atlantic and Gt. Western Railroad	1243
Cairo and Fulton Railroad	1243
Chicago Extension of the Baltimore and Ohio Railroad	1243
Federal and State Securities	1245
Dividend and Interest Tables.....	1244, 1246
Railroad Share List.....	1254
Stock Exchange and Money Market	1261
Imports of Dry Goods.....	1264
Journal of Railroad Law.....	1264
The Public Debt Statement	1265
Cleveland and Pittsburg Railroad.....	1265
Virginia Valley Railroad.....	1266
Massachusetts Central Railroad.....	1266
United Companies' Lease.....	1266

have had no question as to the proper course for us to pursue at this time.

The action of the last legislature, however, by depriving the owners of a railroad property of the right to assess themselves at the par value of their stock for the improvement and development of their property, has made it necessary for us to inquire what other means are within our reach for raising the necessary funds. We find that under the existing laws of the Commonwealth two ways are now open to us, first, by a sale of our stock at public auction, and, second, by an issue of bonds. If it was entirely clear that the first method, viz., the sale of stock at auction, was the wisest, it would not have been necessary to ask for further action of the stockholders, as the board of directors are already authorized by your votes to make such issues of stock as they may deem expedient. The number of shares of stock which we might issue is dependent upon certain conditions, which it is not possible for us to comply with at present, and we should soon fail to raise from this source a sufficient supply of funds to carry on our work of improvement; besides, an issue of stock so large an amount as will be soon required in the manner now provided by law, could not fail of depreciating to a considerable extent the market value of our shares.

The directors have felt some hesitation in adopting a policy which would lead to such a result. The law authorizing an issue of bonds requires the action of the stockholders in order to legalize such issue. Under this law we are authorized to issue twenty-year bonds to the amount of the capital stock paid in at a rate of interest not to exceed seven per cent. We shall require within a short time, to meet expenditures now incurring for permanent improvements, about \$2,000,000, and for the prosecution of other large works in contemplation, as the Worcester Union depot, the depot and bridge at Springfield, and further depot accommodations at Boston, and new engine house, shops and yard-room at Albany, we shall need large additional sums of money.

In the present condition of the money market it has been thought that a bond running at anything less than 7 per cent. would not be taken at its par value, and the directors, at their meeting held yesterday, voted to recommend to the stockholders an issue of 7 per cent. twenty year bonds to the amount of five millions of dollars. This action of the board was taken upon the assumption that as between the two methods of raising money now within our reach, viz., by a sale of stock at public auction or by an issue of bonds, the latter was the one which you would be likely to approve. If you think otherwise, however, and believe it would be better to make an issue of stock, to be sold as provided by law, rather than make a new bonded debt, and thus create a lien

against the property prior to your own, the directors are ready to carry out your views. It is to consider these two propositions and determine what, in view of the circumstances of the case, is the wisest course for us to pursue, that we have called you together, and the matter is now in your hands.

The gross receipts of the corporation last year amounted to eight millions of dollars; they have added two new locomotives to the rolling stock since the 1st of October, and will soon add four more. There is great necessity for additional storage accommodations, not less than 9,000 tons of freight being now in the cars waiting for shipment, and there are no vessels to take it away. Increased connections with western roads had introduced a new business, viz.: the transportation of grain, 4,557,700 bushels of which were carried by the road last year.

Mr. George O. Crocker of New Bedford offered the following resolution:

Voted, That the directors be authorized to issue bonds, to an amount not exceeding \$5,000,000, at such time and in such manner as they may think best for the interest of the corporation; provided that the rate of interest shall not exceed seven per cent. per annum, and payable in not more than twenty years, and not to be issued at less than par.

Jonathan Bourne, jr., of New Bedford moved to amend the motion by making the principal and interest payable in gold.

Mr. Chapin stated that the directors felt confident of their ability to find a market for the bonds on a currency basis, and that it would be inexpedient to limit the sale to any but the open market.

Mr. Edward L. Davis of Worcester opposed the amendment, contending that the credit of the Boston and Albany Railroad corporation was sufficient to insure the sale of the bonds on a currency basis, and that if made payable in gold they would unquestionably command a premium, which was not provided for in the original motion.

Hon. Moses Kimball spoke in opposition to the amendment, and urged that the matter should be left to the directors, who ought to be untrammeled. As the representative railroad of Massachusetts the Boston and Albany ought to set an example against gold gambling, and not to do as many western roads had done, encourage it by the issue of gold-bearing bonds.

Mr. Bourne then withdrew his amendment,

whereupon the resolution of Mr. Crocker was adopted unanimously.

A motion was made providing that the stockholders should have the privilege of taking one bond for every ten shares of stock held by them, but this was voted down and the meeting adjourned.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1871.

The receipts on capital account during the half-year to July 31, 1871, amounted to £265,572, as follows: Five per cent. preference stock arrears, third instalment £842, five per cent. preference stock in anticipation of future instalment £7,181, new 6 per cent. bonds, balance of £750,000 issued £257,550, total £265,572. The total receipts on capital account amounted, on July 31, to £6,404,308. The outlay on capital account during the half-year amounts to £121,609, of which £97,153 has been expended on account of the Glencoe line—£4,892 on Brantford branch—£14,982 for 100 new blue line cars, being additional stock; and the remaining expenditure includes cost of Miller's patent platform and couplers to passenger cars—31 miles of additional sidings at various parts of the line—raising remainder of overhead bridges to height of 18 feet above the level of track, &c., the details of which are shown in the engineers' and mechanical superintendents' reports. The total expenditure to July amounted to £5,701,158, leaving a balance unexpended of £703,155 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:

Gross receipts.....	£458,891
Working expenses, including renewals and all charges	268,276

£190,615

From which is deducted—

Interest on bonds (less interest received)	£39,980
Discount and charges on conversion of American funds.....	20,731
Loss on working the Erie and Niagara and the Wellington, Grey, and Bruce railways....	345
Amount set aside for renewal of ferry steamers.....	2,000
Alteration of gauge account—proportion charged this half-year.....	9,100
Amount paid for repairs and compensation Nith river bridge accident account.....	5,895
	78,050

£112,564

Add profit on working Galt and Guelph Railway.....	£710
Balance from last half-year	3,781
	4,500

Available for dividend £117,064

The dividend for the half-year on the 5 per cent. preference stock amounts to £16,543, leaving a balance of £100,521. From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 5½ per cent. per annum, payable in London on 31st October, which will absorb £95,674, and leave a balance of £4,847 to be carried forward to the next half-year. The renewal fund for the ferry steamers amounts to £24,272. The discount and charges on the conversion of American currency for the half-year amounted to £20,731, as compared with £25,282 in the corresponding half-year. The average rate of conversion was 111½ as compared with 114½ in the corresponding half-year. The average price of gold during the half-year was 111½. The amount of assets in American funds at 31st July, was \$848,

022 41, as compared with \$822,584 69 at the commencement of the half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.

Half-year ending	sundries, live stock.	Rents.	Total.
	£	£	£
July, 1865	139,821	144,028	716 284,565
July, 1866	172,731	169,576	854 348,162
July, 1867	165,365	199,221	1,116 365,704
July, 1868	155,082	200,619	948 356,649
July, 1869	157,930	226,200	937 385,066
July, 1870	158,863	254,230	807 408,900
July, 1871	158,084	300,090	747 458,891

EXPENSES.

Half-year ending	Including renewals.	Per cent of gross receipts.
	£	
July, 1865	158,803	55.81
July, 1866	175,747	51.21
July, 1867	182,769	49.98
July, 1868	208,462	58.45
July, 1869	232,768	60.45
July, 1870	251,824	61.58
July, 1871	268,276	58.48

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic):

Passenger traffic—	1871.	1870.
Local	\$366,291 31	\$321,449 16
Through	358,586 26	380,012 81
Total	\$724,877 57	\$701,461 97

Freight traffic—		
Local	\$481,754 22	\$524,890 62
Through	988,027 01	721,896 13
Total	\$1,469,781 23	\$1,246,786 75

Excess baggage, mails and express freight	55,921 06	55,263 32

Total traffic earnings. \$2,250,579 86 \$2,003,512 04

The aggregate traffic receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of £50,050, as follows:

Increase in way passenger traffic	£8 497
" through freight and live stock..	54,684
	£68,181
Decrease in way freight and live stock.....	£8,437
Decrease in through passengers traffic and emigrants.....	4,403
Decrease in mails and express fr'tht	291
	13,131
	£50,050

The increase in working expenses amounts to £16,452. The analysis of traffic receipts during the half-year gives the following results:

	1871.	1870.
	Cents.	Cents.
Passenger earnings per mile—		
Receipts per way passenger	2,906	2,778
" through passenger... 2,821		2,321
Freight earnings per mile—		
Receipts per ton way freight.... 3,141		3,165
" through freight. 1,823		1,868

The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:

	Sterling.
July 31, 1865	5 0¾
July 31, 1866	4 9
July 31, 1867	4 2½
July 31, 1868	4 8¾
July 31, 1869	4 8
July 31, 1870	4 7
July 31, 1871	4 5

The condition of the roadway continues good, and trains are run with great regularity. The result of the use of steel rails has been satisfactory, and it has been decided to replace gradually the whole of the iron rails in the main track with steel rails as they require renewal. The very heavy traffic now passing over the main line renders it absolutely necessary to keep the line in a state of the highest efficiency. Every railway forming a part of the great through route between Chicago and New York is required to make punctual train connections, or the operation of the whole line of 1,000 miles would become disorganized. The policy of adjusting the Company's system of 350 miles of railway to the 4f. 8¼in. gauge has now been entirely carried out, and the car stock is being altered to that gauge as fast as possible. It is considered advisable for the present to continue the 5ft. 6in. gauge (by a triple line of rails) upon the 76 miles between Hamilton and London, until some disposition can be made of those broad gauge engines which cannot be altered to narrow gauge. Careful estimates have been framed of the cost of altering the gauge, including engineering charges, conversion of the rolling stock, and providing additional narrow gauge locomotives, to replace such of those built on the broad gauge as cannot be converted. The balance of this account is estimated to amount to £91,000, which, as stated in the report of last year, it is proposed to charge to revenue, extended over a period of five years. One-tenth, or £9,100, has been charged against net revenue in the present half-year's accounts. The two years' agreement with the Michigan Central Railroad Company has been found to work well, but as it terminates on 31st December, 1871, a new agreement for ten years has been concluded, by which the through earnings of both Companies are to be divided annually upon the percentage of through traffic actually earned by each Company in the year immediately preceding. Among the new lines of railway now being constructed across the state of Michigan are some which will prove to be valuable connections to the Great Western railway. The Detroit, Hillsdale, and Indiana railroad is completed from Ypsilanti, (on the line of the Michigan Central railway) to Hillsdale—60 miles. The Detroit, Eel River, and Illinois railroad is an extension of the above as far as Logansport. The Port Huron and Lake Michigan railroad is approaching completion, being opened to Lapeer, 46 miles from Port Huron. Agreements have been entered into with the above Companies, whereby all their through traffic is secured to the Great Western railway. The Wellington, Grand, and Bruce railway has been opened for 23½ miles during the half-year and has yielded an increase in the Great Western traffic of £5,098. The line to Harriston—27 miles additional—will be opened in time for the winter's business, and will increase the amount of traffic interchanged with that Company at Guelph. The partial failure of the grain crop last season in Canada seriously affected the earnings; the total number of bushels of grain carried locally having been £556,677, against 1,302,031, and of flour 107,527 barrels, against 169,380 in the corresponding period. It is satisfactory, however, to state that the crops which have just been secured are excellent, both in quality and quantity. During the past half-year two members of the board, along with the secretary, visited Canada, to make an inspection of the Company's property. Whilst in the province they rendered very valuable assistance in the discussion of, and the disposal of, various important questions then pending, especially the matter of establishing good relations with surrounding Companies. The receipts and expenditure of the Detroit and Milwaukee railroad have been as follows, for the half-year ending 30th June, 1871.

Gross earnings..... £138,782
Working expenses, taxes, &c. £95,791
Interest on bonds, &c. 40,302
The short crops in Michigan last year very much

affected the traffic of this line, but the result of the last harvest has been more satisfactory, and the earnings already show an increase over the corresponding period for 12 weeks since July 1 of £10,040. The following members of the board of Directors go out of office, viz.:—Mr. John Fildes, Mr. P. Margetson, Mr. E. H. Green, and the Hon. John Carling, who are eligible and offer themselves for re-election. The traffic returns since the commencement of the current half-year are encouraging, and present an increase of £36,866 in ten weeks. From present indications there is reason to expect that the amount of produce to be forwarded to the eastern markets during the autumn and winter, will be limited only by the capacity of the railways to carry it.

By order of the Board,

THOMAS DAKIN, President.
London, October 4, 1871.

Fitchburg Railroad.

A special meeting of the stockholders of this Company was held in Boston on the 3d inst., to see:

First—If the stockholders will authorize the directors to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under statutes of 1871, chapter 180.

Second—To see if the stockholders will authorize the directors to locate and construct a branch railroad, with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, under statutes of 1870, chapter 246.

The meeting was called to order by President Stearns, who read the call, and the statute under which it was proposed to act. He proceeded to give a history of the contemplated Lancaster Railroad, and stated that the Directors of the Fitchburg Railroad were of the opinion that the connection should be made at Hudson with the Lancaster and Sterling Railroad. The parties holding the charter were ready to construct the road if the Fitchburg Company would lease it at the rate of six per cent. per annum.

Mr. E. H. Derby offered the following vote:

Voted, that the Directors be and are hereby authorized to unite with the Worcester and Nashua Railroad Company in taking a lease of the contemplated Lancaster Railroad under Statutes of 1871, Chapter 180.

Mr. Derby sustained his motion by a statement of the demands of the section of country through which the contemplated road will pass, and the great increase of business which would flow from its construction.

No objections were offered, and the resolution of Mr. Derby was unanimously adopted.

Mr. Alvah Crocker of Fitchburg offered the following motion:

Voted, That the stockholders authorize and empower the Directors to locate and construct a branch railroad with one or more tracks, commencing at some convenient point on the Fitchburg Railroad in or near the town of Concord, and thence running to some point on the Lancaster and Sterling Branch Railroad in the town of Stow, as constituted at the time of the passage of the Enabling Act, under Chapter 246 of the Acts of 1870.

Mr. Crocker set forth various reasons for the adoption of his motion. The case was so clear that he did not think it necessary to trespass upon the time of the meeting. The construction of this piece of road would shorten the distance to Boston, and conserve the interests of the strongest ally of the Fitchburg Railroad, the Worcester and Nashua Railroad, and of the people of the several

towns through which the road passes. He agreed with Mr. Derby that the contemplated action of the company should have been taken long ago, and ought to be taken now before other parties should occupy the ground. The population of the towns to be affected by this measure was given as follows: Hudson, 3385, Marlboro' 8500, Sudbury 2, 100, Lancaster 1900, Berlin 1000, Bolton 1000 and Clinton 5500.

After a slight alteration in the motion to meet the change in the boundary line of Maynard, the resolution was adopted by a unanimous vote, and the meeting adjourned. The Lancaster Railroad, which will be about eight miles long, will cost about \$240,000, and the connecting link between Concord and Stow, four miles in length, will cost between \$75,000 and \$100,000.

Atlantic and Great Western Railroad. To the Bond, Debenture, and Shareholders:

I have now pleasure to advise the present position of the proceedings for the reorganization of this company.

The trustees for foreclosure obtained possession of the line on 7th September, taking over the property and revenues as from 1st September, and proceeded to organize the several State corporations. The Pennsylvania division was constituted on 26th September, Daniel Dougherty, Esq., of Philadelphia, being elected president; the New York division was constituted on 29th September, with W. Butler Duncan, Esq., as president; and the Ohio division was constituted about the 16th inst., with the Hon. Geo. B. Wright as president, it being necessary that in the separate State organizations the president should be a resident citizen. These organizations having been effected, the consolidation will be completed as rapidly as the formalities prescribed by the statutes of the several States permit, and will have passed its various stages on or about 1st December. In the meantime the new securities are being prepared for issue during that month, and the resumption of payment is fixed for July 1st 1872.

The trust which Messrs. McClellan, Thurman, and Duncan so kindly undertook, and have so energetically and faithfully fulfilled, will be wound up, and its duties ended by the creation of the consolidated corporation, and the issue of new securities within eighteen months of the production of the scheme of reorganization.

Until the new administration comes into power the working of the railway must be simply provisional, without the power of development or of reform, all the old machinery for earning and collecting the revenues being continued.

After five years of suspension the weekly returns of traffic, though meager and to some extent conjectural, are again published. These give but a faint idea of the revenue under a vigorous and honest executive, with a high-class permanent way established, renovated traffic facilities, abundant rolling stock, re-established coal and petroleum connections, and cordial co-operation with local interests and connecting lines. General McClellan, when his duties as trustee have ceased, will assume the Presidency of the consolidated company, with the Hon. G. B. Wright, now Commissioner of Railways in the State of Ohio, as vice-president, residing in Cleveland, and Mr. Henry F. Sweetser, a man of the highest capabilities and most energetic character, as general manager.

My official connection with the company, has now temporarily ceased. I leave it free from litigation, from complication with the Erie or any other company, and from the disastrous control of Express companies or the other jobbing influences which are destroying the shareholders' interests in the majority of American railways, and in a state unquestionably able to grapple successfully with its engagements and satisfy every claim of its proprietors.

JAMES M'HENRY.

Four miles of cable have been laid between Albany and West Troy to test the Belgian system of towing.

Cairo and Fulton Railroad.

The St. Louis and Iron Mountain Railroad Company has effected the purchase of the Cairo and Fulton Railroad of Arkansas. The directory immediately afterward appointed Thomas Allan and H. G. Marquand—the President and Vice President of the St. Louis and Iron Mountain Railroad—to the same office in the newly acquired railway.

Through this purchase the vast trade of Arkansas and Texas will be placed within the reach of St. Louis. Few railroad enterprises of greater importance and more direct benefit to St. Louis have, therefore, been consummated. It is the intention of the directory to push forward the work of construction on the Arkansas branch of the Iron Mountain Road and the new road with increased vigor. The former is now in running operation to within forty miles of the Arkansas line. At this point the main road will connect with the Arkansas branch of the Cairo and Fulton Road. It will then run by an almost direct southerly route to Little Rock, where a junction will be formed with the International Road of Texas. The latter in turn will run southwest, through Texas, giving St. Louis connection with Fulton, Tyler, Houston, Galveston and other intermediate cities, and tap the trade of the Arkansas and Red rivers and their tributary branches. On the Arkansas branch of the Cairo and Fulton Road twenty miles are already constructed, and thirty miles are prepared for the iron. The section has also three locomotives and twenty cars. The Missouri branch of the Cairo and Fulton Road runs from Cairo, in a northwesterly direction, until it makes connection with the Iron Mountain Railroad at Potosi.

Chicago Extension of the Baltimore and Ohio Railroad.

The Defiance, Ohio, *Democrat* of October 27th contained the report of J. Dutton Steele, Civil Engineer, of his survey of a route for the proposed Chicago extension of the Baltimore and Ohio Railroad. The portion of the route surveyed by Mr. Steele runs westward from Tiffin, in Ohio, in nearly a direct line past Defiance, Auburn, Albion, Bremen, &c., to Lake Station, on the Michigan Central Railroad, near the southern extremity of Lake Michigan, whence it may be extended to any point in Chicago or vicinity that may hereafter be selected. The distance from Tiffin to Lake Station is a hundred and twelve and a half miles, and it intersects ten North and South railroads, the most important of which is the Toledo, Wabash and Western, on account of its westward extensions and its large freight business. Of the country passed over forty-seven per cent. is timber land and four per cent. marsh; there are fourteen towns with populations of from 100 to 6,000 lying along or adjacent to the line. These towns are growing rapidly as the country becomes more thickly settled, and the manufactures increase. The estimated cost of construction for the entire line is put at \$3,057,075, or \$18 114 per mile.

The Pennsylvania Railroad Company have leased the Sunbury and Lewistown road for the term of nine hundred and ninety-nine years. This road traverses the counties of Snyder and Mifflin, forming a connecting link between the Northern Central Railroad near Sunbury and the Pennsylvania at Lewistown, a distance of forty miles.

W. G. Peck has resigned the superintendency of the Vineland Railroad, and accepted a similar position on the New Jersey Southern railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend payable.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend payable.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna* 100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven 100	4,796,925	J. A. J&O	Oct. '71 3	Portl., Saco & Portland* 100	\$1,500,000	J. & D.	Jun. '71 5
American Central* 100	800,000	J. & J.	Jul. '68 8	Iannitall and St. Joseph 100	4,151,700	Do.	Aug. '70 3	Ports. Gt. Falls & Conway 100	170,000	J. & J.	July '71 4
Atlanta and West Point* 100	1,232,200	J. & J.	July '70 4	Do. * pref. 100	5,078,224	Do.	Aug. '70 7	Providence & Worcester 100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina 100	5,545,223	Do.	Do.	Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston 100	-----	A. & O.	July '71 6
Atlantic & Gt. Western* 50	25,879,923	Do.	Do.	Honesontic 100	320,000	Do.	July '71 4	Rensselaer and Saratoga 100	6,000,000	A. & O.	Apr. '71 3
" " " " " pref. 50	1,919,000	Do.	Do.	" pref. 100	1,180,900	J. & J.	July '71 4	Richmond and Danville 100	4,000,000	Do.	Do.
Atlantic & St. Lawrence* 100	2,494,900	M. & S.	Sept. '71 2	Huntingdon & B'd Top* 50	615,950	Do.	Do.	Richmond and Petersg. 100	847,100	Do.	Do.
Augusta and Savannah* 100	733,700	J. & J.	Jan. '70 3	Do. * pref. 50	212,350	J. & J.	Jan. '73 3	Rockport 100	88,460	Do.	Nov. '67 2
Baltimore and Ohio* 100	13,151,920	A. & O.	Apr. '71 4	Illinoia Central 100	25,280,240	J. & J.	Aug. '71 5	Rome, Watert. and Og'n' 100	2,998,900	J. & J.	July '71 4
Do. Washington Br. 100	2,950,000	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4	Rutland preferred 100	1,831,400	F. & A.	A. '71 3
Baltimore City Passenger* 670,000	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '63 1	S. L. Alt. and T. Haute 100	2,300,000	Do.	Do.
Bay de Noquet & Marq.* 100	1,260,000	A. & O.	Apr. '71 3	Joliet and Chicago* 100	1,500,000	J. A. J&O	July '71 13	St. L. Jack'n. and Chic'o. 100	2,478,750	Do.	Do.
Belvidere Delaware* 100	995,500	Do.	Do.	Joliet & North, Indiana* 100	300,000	J. & J.	July '71 4	Sandusky and Cincinnati 100	2,089,000	Do.	Do.
Berkshire* 100	600,000	J. & J.	Do.	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '71 4	" " " " " pref. 100	445,598	M. & N.	May '71 3
Bloomsburg & Corning* 50	255,000	J. & J.	Do.	Lake Shore & Mich. So. 100	555,500	F. & A.	Aug. '71 4	Sand, Mansf. and Newark 100	905,222	Do.	Do.
Boston and Albany 100	19,150,500	M. & N.	Nov. '71 5	Lackawanna & Bloomsb. 40	1,35,600	J. & J.	July '71 3	Savannah and Charleston 100	1,000,000	Do.	Do.
Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4	Lehigh and Mahanoy 50	2,158,565	J. & J.	Do.	Schuylkill and Susqueh'a. 50	1,283,150	J. & J.	July '71 5
Boston, Concord & Mont. 100	459,600	Do.	Do.	Lehigh and Susquehanna 50	5,730,800	M. & N.	Aug. '67 5	Second and Third St. (Ph.) 50	203,757	J. & J.	July '71 24
Boston and Lowell* 500	2,215,030	M. & N.	Nov. '71 3	Lehigh Valley 60	17,716,400	J. A. J&O	Oct. '71 24	Schuylkill Valley* 50	576,050	M. & N.	Nov. '70 4
Boston and Maine* 100	4,471,275	J. & J.	Nov. '71 3	Lehigh Luzerne 50	344,660	J. & J.	Sept. '71 2	Seaboard and Roanoke 100	868,200	Do.	Do.
Boston and Providence* 100	3,700,000	M. & N.	Nov. '71 5	Little Miami* 50	3,572,400	M. J. S. D.	Sept. '71 2	Second Avenue (N. Y.) 100	670,000	Do.	July '70 2
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '71 2	Little Schuylkill* 50	2,616,100	J. & J.	July '71 5	17th & 19th streets (Ph.) 50	130,000	Do.	Dec. '70 2
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Do.	Lomb. and South St. (Ph.) 25	90,000	Do.	Do.	shamokin V. and Pottv. 50	869,160	F. & A.	Aug. '71 3
Brooklyn City* 100	1,000,000	F. M. A. N.	Nov. '71 3	Long Island* 50	3,000,000	M. & S.	Sept. '71 3	Shoe Line 100	638,200	J. & J.	Jul. '71 34
Brooklyn City & New'ntn. 100	399,500	Do.	Do.	Loniav. Cin. and Lex. 50	1,623,482	J. & J.	Jul. '71 3	Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '70 3
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '71 3	Louisville and Nashville 100	8,686,912	F. & A.	Feb. '71 4	Somerville 100	75,000	Do.	Do.
Buff. New York & Erie* 100	960,000	F. & A.	Aug. '70 4	Lowell and Lawrence 100	2,300,000	Do.	Do.	South Carolina 100	5,119,275	Do.	Do.
Burlington and Mo. Riv. 100	1,237,000	Do.	Do.	Lowell Horse 100	200,000	A. & O.	Oct. '71 8	South Shore 100	259,655	Do.	Jul. '68 3
Burlington and Mo. Riv. 100	1,237,000	pref. 100	Do.	Macon and Western 100	2,500,000	J. & J.	July '71 5	South Western, Georgia* 100	3,939,900	F. & A.	Aug. '71 4
Cambridge Horse (Boston) 100	7,47,700	A. & O.	Oct. '71 3	Mill Creek and Minichi* 50	5,323,375	J. & J.	Do.	Staten Island 100	660,000	J. & J.	Jul. '67 4
Camden and Amboy 100	587,820	F. & A.	Aug. '71 3	Mill Creek and Minichi* 50	5,323,375	J. & J.	Do.	Stony Brook 100	287,396	M. & N.	Nov. '70 3
Camden and Atlantic 50	377,100	Do.	Do.	Maine Central 100	3,400,500	Do.	Do.	Stockbridge & Pittsfield* 100	443,700	Do.	Do.
Camden & Burlington Co. 100	531,000	Do.	Do.	Manchester & Lawrence 100	1,000,000	M. & N.	Nov. '71 5	Summit Branch 100	260,000	F. & A.	Aug. '71 3
Cape Cod 60	915,571	J. & J.	Jul. '71 2	Marietta & Cincinnati 50	2,029,778	Do.	Do.	Troy, Bingham, and N. Y. 100	1,314,130	J. & D.	July '71 4
Cape May and Millville* 50	447,000	J. & J.	June '71 3	Massawippi 100	400,000	Do.	Do.	Weston Branch 100	400,000	Do.	Do.
Catavissa, pref. 50	1,19,500	Do.	Do.	Memphis and Charleston 100	5,312,420	F. & A.	Do.	Terre Haute and Indiana 100	1,988,150	J. & J.	July '71 6
Catavissa, pref. 50	2,200,000	M. & N.	Nov. '71 3	Memphis and Ohio 100	670,000	Do.	Do.	Thirteenth and Fif. (Ph.) 50	1,750,000	J. & J.	July '71 2
Cayuga & Susquehanna* 100	689,110	J. & J.	July '71 4	Metropolitan (Boston) 100	1,250,000	J. & J.	July '71 5	Toll, Peoria and Warsaw 100	2,700,000	J. & J.	January 1870, 114s
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	Nov. '71 8	Michigan Central 100	13,225,848	J. & J.	Do.	Tol., Peoria and Warsaw 100	1,700,000	Do.	Do.
Central of Georgia 100	4,666,300	J. & J.	July '70 5	Middleboro' and Taunton 100	149,929	J. & D.	Oct. '71 2	Toronto Branch 100	100	Do.	Do.
Central of New Jersey 100	15,000,000	J. & J.	June '71 3	Middleboro' (Boston) 100	400,000	A. & O.	Dec. '71 3	Tredegar and Fife (Ph.) 100	1,688,000	J. & J.	July '71 3
Central Ohio 100	2,425,000	J. & J.	Do.	Mill Creek and Minichi* 50	50,323,375	J. & J.	Do.	Utica and Black River 100	1,688,000	J. & J.	July '70 3
Central Ohio 100	400,000	Do.	Do.	Mill Creek and Minichi* 50	50,323,375	J. & J.	Do.	Vermont and Canada 100	2,500,000	J. & J.	Dec. '71 4
Cen. Park, N. & E. River 100	970,000	J. & J.	Do.	Millville and Glassboro 100	405,920	F. & A.	Feb. '70 5	Vermont Central 100	5,000,000	M. & N.	May '70 3
Chemung* 100	390,000	J. A. J&O	Jan. '70 3	Milw. & St. Paul 100	11,422,664	F. & A.	Dec. '70 7	Vicksburg and Meridian 100	357,405	J. & J.	July '71 2
Cheshire, preferred 100	1,085,235	J. & J.	July '71 2	Milw. & St. Paul 100	10,424,903	F. & A.	Dec. '70 7	Virginia Central 100	3,353,679	Do.	Do.
Chicago and Alton 100	8,925,500	M. & B.	Sept. '71 6	M. Hill & Seneyl. Haven 100	3,856,450	F. & A.	July '71 3	Virginia and Tennessee 100	3,506,300	Do.	Do.
Chicago and Alton 100	2,425,400	M. & B.	Sept. '71 6	Mobile and Ohio 100	4,269,820	M. & N.	Oct. '70 2	Western Union 100	2,707,693	Do.	Do.
Chicago, Burl. & Quincy 16	16,590,210	M. & S.	Sept. '71 5	Montgomery & W. Point 100	1,41,104	J. & D.	Dec. '67 4	West Jersey 100	1,209,000	F. & A.	Aug. '71 4
Chicago, Iowa & Nebraska 100	1,000,000	J. & J.	Do.	Mt. Carbon and Esse* 50	1,900,950	J. & J.	Jun. '71 3	West Philadelphia 100	5,000,000	J. & J.	July '71 5
Chicago and Milwaukee* 100	2,27,000	J. & J.	Do.	Nashua and Lowell 100	720,000	M. & N.	Nov. '71 5	Weston and Weldon 100	1,463,776	J. & J.	July '71 2
Chicago & N. Western* 100	14,616,629	J. & D.	June '71 5	Nashville & Chattanooga 100	2,065,544	F. & A.	Do.	Wilmington and Weldon 100	1,463,776	J. & J.	July '71 3
Chicago & N. Western* 100	20,370,293	J. & D.	June '71 5	Naugatuck 100	1,818,000	F. & A.	Do.	Winchester and Potomac 100	1,547,650	J. & J.	Jan. 71 3
Chicago, R. I. & Pacific 100	17,000,000	A. & O.	Oct. '71 4	New Bedford & Taunton 100	500,100	A. & O.	Oct. '71 4	Warren 100	1,700,000	J. & J.	July '71 5
Cin. Ham. & Dayton 100	3,800,000	A. & O.	Oct. '71 4	New Haven & N. London 100	738,538	A. & O.	July '71 4	Worcester and Nashua 76	1,400,555	J. & J.	July '71 5
Cincinnati City Passenger Street 100	1,600,000	J. & J.	Jan. '71 4	New Haven & Northampton 100	1,800,000	J. & J.	Do.	Canals	-----	Do.	Do.
Cin. Sand. & Clev. pref. 50	425,646	M. & N.	Nov. '71 3	New Jersey 100	7,291,200	F. & A.	Do.	Chesapeake and Delaware 50	1,983,563	J. & D.	June '71 3
Citizens' Passenger (Phil.) 50	192,750	J. & J.	July '71 7	New London Northern 100	1,005,500	M. & N.	Do.	Chesapeake and Ohio 25	8,228,595	Do.	Do.
Clev. Col. Cin. & Ind. 100	11,620,000	F. & A.	Aug. '71 4	New York Central & Hudson R. 100	45,000,000	A. & O.	Do.	Delaware Division 60	1,633,350	F. & A.	Aug. '71 4
Cleveland & Mahoning* 50	2,056,750	M. & N.	Nov. '71 4	Naugatuck 100	1,818,000	F. & A.	Do.	Delaware and Hudson 100	15,000,000	F. & A.	Aug. '71 5
Cleveland and Pittsburgh* 50	7,494,588	F.M.A.N.	Nov. '71 2	New Bedford & Taunton 100	500,100	M. & N.	Do.	Delaware and Raritan 100	5,847,677	F. & A.	Aug. '71 3
Cleveland and Toledo 50	6,000,000	F. & A.	Aug. '71 4	North Eastern (S.C.) pref. 100	153,000	M. & N.	Do.	Do. of Pennsylvania 50	64,000	Do.	Do.
Columbus and Xenia* 50	1,788,500	M.J.S.D.	Sept. '71 2	North of N. Humpsh. 100	3,063,400	J. & D.	June '71 4	Lehigh Coal and Navigat. 60	8,739,800	M. & N.	My '67 3
Concord & Ports. guar. 100	1,600,000	M. & N.	Nov. '71 5	North Pennsylvania 50	3,150,150	J. & D.	July '71 5	Monongahela Navigation 50	728,100	J. & D.	July '70 3
Concord & Ports. guar. 100	350,000	J. & J.	July '71 3	Norwich & Worcester 100	2,364,400	J. & J.	Aug. '71 5	Morris (consolidated) 100	1,025,000	F. & A.	Sept. '71 14
Coney Island & Brooklyn 100	400,000	Do.	Do.	Ogdensburg & Champl'n. 100	3,051,800	J. & J.	Do.	Do. (preferred) 100	1,175,000	F. & A.	Sept. '71 14
Conn. & Passau*, B. pref. 00	2,054,200	F. & A.	Aug. '71 3	Ohio and Mississippi 100	2,000,000	A. & O.	Oct. '71 4	Pennsylvania 50	4,300,000	F. & A.	Feb. '67 6
Conn. & Passau*, B. pref. 00	1,71,0,000	J. & J.	July '71 5	Oil Creek & Allegheny R. 50	4,024,474	J. & D.	Do.	Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
Conn. & Passau*, B. pref. 00	1,71,0,000	J. & J.	July '71 5	Oil Creek & Allegheny R. 50	4,024,474	J. A. J&O	Do.	Do. (pref.) 50	2,878,977	F. & A.	Feb. '67 6
Cumberland & Venky. 50	1,316,900	A. & O.	Apr. '71 4	Orange and Newark 100	289,550	J. & J.	Do.	Susq. and Tide Water 50	2,002,746	Do.	Do.
Danbury and N. R.W.I. 50	400,000	quarterly	Dec. '70 3	Oswego and Syracuse 50	482,400	F. & A.	Feb. '71 4	Union 50	50		

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Amounts outstanding.	Interest.
	Payable.	WHEN PAYABLE.	Payable.	HEN PAYABLE.
National Securities Nov. 1, 1871.				
Loan of June 14, 1858 registered	\$6,045,000	5 Jan. & July. 1874	20,131	5 J. A. J. & O. 1890
" " " coupon	13,955,000	" 105 ^{1/2}	3,651,398	6 " 1883
Loan of February 8, 1861 registered	13,728,000	110	100,000	6 " 1873
" " " coupon	4,687,000	115 ^{1/2}	324,000	5 Jan. & July. 7 ^{1/2} -16
Oregon War Bonds of March 2, 1861 coupon	945,000	120	275,000	5 April & Oct. 73-74
Loan of July 1, and Aug. 3, 1861 registered	124,928,950	125 ^{1/2}	320,000	5 May & Nov. 72-80
" " " coupon	44,392,250	130	133,000	6 June & Dec. 72-77
Loan of Feb. 25, 1862 (5-20s) registered	78,459,200	135 ^{1/2}	3,000,000	5 Jan. & July. 71-76
" " " coupon	379,801,850	140	5 " 111	5 " 1891
Loan of March 3, 1863 registered	53,360,150	145 ^{1/2}	4,379,500	5 May & Nov. 99 ^{1/2}
" " " coupon	21,639,850	150	4,000,744	5 " 1894
Loan of March 3, 1864 (5-20s) registered	2,492,600	155 ^{1/2}	3,505,000	6 Mar. & Sept. 1861
Loan of June 30, 1864 (5-20s) registered	41,029,900	160 ^{1/2}	761,816	5 April & Oct. 1871
" " " coupon	41,226,000	165 ^{1/2}	3,506,580	5 " 88-90
Loan of March 3, 1865 (5-20s) registered	43,392,600	170 ^{1/2}	966,500	5 " 91-95
" " " coupon	120,511,500	175 ^{1/2}	200,000	5 " 1890
2d series (5-20s) registered	3,599,650	180 ^{1/2}	400,000	6 Jan. & July. 1871
" " " coupon	16,070,250	185 ^{1/2}	50,000	6 " 1877
3d series (5-20s) registered	91,224,350	190 ^{1/2}	400,000	6 " 1900
" " " coupon	230,782,800	195 ^{1/2}	3,599,024	5 " 1883
4th series (5-20s) registered	12,475,000	200 ^{1/2}	160,000	6 " 1878
" " " coupon	26,815,450	205 ^{1/2}	1,621,000	6 " 73-82
Loan of March 3, 1864, (10-40s) registered	137,841,600	210 ^{1/2}	478,000	5 May & Nov. 1890
" " " coupon	56,725,700	215 ^{1/2}	86,000	6 Jan. & July. 1879
Congs of July 14, '70 & Jan. 20, '71 registered	44,483,150	220 ^{1/2}	250,000	5 Jan. & July. 77-79
" " " coupon	8,007,150	225 ^{1/2}	100,000	5 May & Nov. 1872
Congs	registered	.....	2,275,000	7 " 1883
Congs	coupon	.....	2,000,000	6 " 41-71
Congs	registered	.....	Mississippi—State Bonds (for banks).	6 " 1888
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	25,690,000	3	438,000	6 Jan. & July. 1883
Navy Pension Fund of July 23, 1868. (cur.)	14,000,000	3	2,727,000	5 " 1888
Certificates of Indebtedness 1870. (cur.)	67,000	4	13,112,000	6 " 74-96
Pacific R. R. Bonds. (currency)	64,618,832	4	1,589,000	7 " 1876
U. S. Notes and Fractional Currency	397,080,963	111 ^{1/2}	3,000,000	6 " 73-87
	as if		Nebraska—(No Debt).	92 ^{1/2}
State Securities, latest dates.			Nevada—State Loan Bonds	1872
Alabama—State Bonds (original)	108,000	5 May & Nov. 1872	500,000	15 Jan. & July. 1872
" " " (extended)	2,414,800	5 " 83-86	89,200	6 " 71-75
" " " (sterling)	688,000	6 June 1, 1880	600,600	6 Mar. & Sept. 84-88
" " " (" extended)	82,500	6 Jan. & July. 1880	1,000,000	6 April & Oct. 71-74
" " " (")	712,500	5 " 1880	1,293,900	6 Jan. & July. 71-84
" " " (new)	1,316,700	8 " 86-88	1,002,900	6 " 86-90
Arkansas—State Bonds (refunded)	3,000,000	6 Jan. & July. 1890	593,400	6 " 97-02
" " " (Aid R. R's)	3,0,0,00	7 April & Oct. 1900	1,478,000	7 " 1877
California—Civil Bonds of 1857.	2,138,000	7 Jan. & July. 1877	21,089,000	7 " 1877
" " " 1860.	138,500	7 " 1880	1,910,082	6 J. A. J. & O. 107 ^{1/2}
" " " Relief Fund Bonds of 1863.	424,250	7 " 1883	800,000	6 " 1878
" " " Bounty Fund Bonds of 1854.	805,000	7 " 1884	348,000	5 " 1888
" " " Central Pacific R. R. Loan of 1865	1,500,000	7 " 1885	900,000	5 " 1875
Connecticut—War Bonds, of 1861, (10-20s)	5,927,000	6 Jan. & July. 1872	2,257,900	6 J. A. J. & O. 106 ^{1/2}
" " " of 1863, (20s)	6 " 1882	6 " 1883	5,150,100	6 " 1873
" " " of 1864, (10-20s)	6 " 1883	100 ^{1/2}	2,099,000	6 " 1874
" " " of 1865, (20s) free. (various) registered	6 " 1885	101	473,000	6 " 1875
Florida—State Bonds 1868.	867,500	6 Various.	880,000	6 " 1877
" " " 1869.	300,000	6 Jan. & July. 1898	1,106,420	5 " 1874
" " " Railroad Loans \$10,000 per mile.	200,000	6 " 1899	4,738,800	6 Jan. & July. 71-91
Georgia—W. & At. R. R. 1841 to 1844.	1,023,000	6 Various. 71-74	3,639,400	6 April & Oct. 71-91
" " " 1842 to 1845.	273,000	7 " 72-74	2,626,000	6 Jan. & July. 92-98
" " " At. and Gulf R. R. 1858 to 1860.	800,000	6 Feb. & Aug. 78-80	1,73-9,000	6 April & Oct. 92-98
" " " Bonds (At. March 12, 1865).	3,700,000	7 Jan. & July. 1886	2,800,400	6 Jan. & July. 1899
Illinois—Interest Bonds of 1847.	930,694	6 " 1886	1,821,400	6 April & Oct. 1899
" " " Stock of 1857.	134,311	6 " 1877	11,407,000	6 " 1899
" " " Refunded Stock Bonds.	348,000	6 " 1877	1,284,317	6 Jan. & July. 1870
" " " Normal University Bonds.	45,000	6 " 1879	1,600,0-0	6 " 1875
" " " Thornton Loan Bonds	103,000	6 Mar. & Sept. 1879	4,065,399	6 " 1881
" " " War Loan Bonds.	416,800	6 Jan. & July. 1879	2,400,000	6 " 1882
Indiana—State Bonds.	204,000	5 " 1866	366,975	6 May & Nov. 1871
" " " War Loan Bonds.	300,000	7 Jan. & July. 1881	176,156	7 Jan. & July. 74-84
Kansas—State Bonds	100,675	6 " 1881	9,251,300	6 Feb. & Aug. 1872
" " " military	6 " 1882	6 " 1883	90,400	5 " 1872
Kentucky—State Bonds of 1841-42.	1,050,500	6 " 1884	7,800,550	6 " 1877
" " " of 1843	176,000	7 " 1885	726,950	5 " 1877
" " " military	913,000	6 April & Oct. 71-72	9,237,050	6 " 1882
Louisiana—Charity Hospital.	309,300	6 " 1873	400,000	6 April & Oct. 1879
" " " State Bonds, general	86,000	5 Mar. & Sept. 1872	2,769,250	6 Feb. & Aug. 1871
" " " Railroad Bonds	750,000	6 Jan. & July. 1893	384,000	5 Jan. & July. 1882
" " " Levee Bonds 1865.	561,000	5 Various. 70-79	3,377,000	5 Feb. & Aug. 77-78
" " " 1867.	2,052,000	6 Various. 93-06	112,000	4 Jan. & July. 1882
" " " 1870.	1,000,000	8 Various.	—	—
" " " Funded coupons 1866.	4,000,000	6 May & Nov. 1907	1,100,000	6 Mar. & Sept. 1882
" " " Funded Floating Debt.	997,300	8 Mar. & Sept. 1875	736,000	6 Jan. & July. 1893
" " " Ship Canal Bonds of 1869.	3,000,000	6 Jan. & July. 1886	239,000	6 April & Oct. 1883
" " " Penitentiary Bonds of 1869.	474,000	6 May & Nov. 1910	841,000	6 Feb. & Aug. 1894
" " " N. La. & Tex. R. R. Bonds of 1869	500,000	7 " 1909	5 Jan. & July. 1870	6 " 103
Maine—State Bonds	546,000	8 April & Oct. 1909	9,731,300	6 " 1872
" " " War Loan of April 25, 1861	301,000	6 " 1909	90,400	5 " 1877
" " " of Jan. 31, 1868. (cur.)	800,000	6 " 1911	7,800,550	6 " 1877
" " " of Mar. 26, 1863. (cur.)	525,000	6 " 1883	726,950	5 " 1882
" " " of Mar. 19, 1864. (cur.)	475,000	6 " 1883	9,237,050	6 " 1882
" " " Municipal War Debts assumed. (cur.)	2,832,500	6 June & Dec. 1889	400,000	6 April & Oct. 1879
Maryland—Balt. & Ohio R. R. Loans, Stg.	3,084,400	6 April & Oct. 1889	2,769,250	6 Feb. & Aug. 1871
" " " converted	2,288,888	5 J. A. J. & O. 1890	384,000	5 Jan. & July. 1882
" " " Ches. & Ohio Cur. Loans, Stg.	445,500	5 " 1890	444,445	5 " 1882
" " " converted	1,855,335	5 " 1890	970,000	5 " 1882
" " " of 1834.	1,687,345	5 " 1890	1,997,738	6 " 1882
" " " Balt. & Susq. R. R. Loans.	1,403,146	6 " 1890	1,431,700	6 " 1882
" " " Annapolis & Elkridge R.R. Loans	269,000	3 " 1890	1,265,800	6 J. A. J. & O. 1888
" " " Susq. and Tide-Water Canal Stg.	429,000	6 " 1890	1,692,150	6 " 1888
" " " converted	95,420	6 " 1890	1,398,640	5 April & Oct. 1888
" " " converted	773,000	5 " 1890	239,166	5 " 1888
" " " converted	546,000	5 " 1890	1,706,000	6 " 1888
" " " converted	216,622	5 " 1890	24,008,500	6 Jan. & July. long.
Maryland—Eastern Shore R. R. Loan.	20,131	5 J. A. J. & O. 1890	21,617,578	6 Jan. & July. long.
" " " Defense Loan Bonds.	3,651,398	6 " 1883	101,000	6 " 1883
" " " Southern Relief Bonds.	100,000	6 " 1873	1,872,988	6 " 1884
Massachusetts—State Script	324,000	5 Jan. & July. 71-76	1,872,988	6 " 1884
" " " Union Fund Loan of 1861	275,000	5 " 1863	4,739,500	5 May & Nov. 1894
" " " of 1863	600,000	5 " 1863	4,000,744	5 May & Nov. 1894
" " " Coast Defense Loan.	888,000	5 " 1863	3,505,000	5 " 1894
" " " Bounty Loan of 1863.	200,000	5 " 1863	3,506,580	5 April & Oct. 1871
" " " of 1864	1,300,000	5 " 1864	3,506,580	5 April & Oct. 1871
" " " (stg.)	4,000,744	5 " 1864	3,506,580	5 April & Oct. 1871
" " " War Loan (cur. 5-20 yr.)	3,000,000	5 " 1864	3,506,580	5 April & Oct. 1871
" " " Western R. R. Loan, (stg.)	761,816	5 " 1864	3,506,580	5 April & Oct. 1871
" " " T. & G. R.R. & Hoosac T. stg.	3,506,580	5 " 1864	3,506,580	5 April & Oct. 1871
" " " Southern Vermont R. R.	966,500	5 " 1864	3,506,580	5 April & Oct. 1871
" " " Eastern R. R.	200,000	5 " 1864	3,506,580	5 April & Oct. 1871
" " " Norwich & Worcester	400,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Bos. Hartf. & Erie (stg.)	50,000	6 " 1864	3,506,580	5 April & Oct. 1871
Michigan—Renewal Loan Bonds.	160,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Two Million Loan Bonds.	1,621,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " War and Bounty Loan Bonds.	478,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Sault St. Marie Canal Bonds	86,000	6 " 1864	3,506,580	5 April & Oct. 1871
Minnesota—State Building Loan Bonds.	250,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Sioux War Loan Bonds.	100,000	6 " 1864	3,506,580	5 April & Oct. 1871
Mississippi—Railroad Loans Bonds.	2,275,000	7 " 1864	3,506,580	5 April & Oct. 1871
Missouri—State Bonds proper.	2,000,000	7 " 1864	3,506,580	5 April & Oct. 1871
" " " Interest Bonds of 1868.	438,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Railroad Loans.	2,727,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " South Pacific. guar.	13,112,000	6 " 1864	3,506,580	5 April & Oct. 1871
" " " Hannibal and St. Joseph.	1,589,000	7 " 1864	3,506,580	5 April & Oct. 1871
Nebraska—(No Debt).	3,000,000	6 " 1864	3,506,580	5 April & Oct. 1871
Nevada—State Loan Bonds.	500,000	15 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
New Hampshire—War Loan of July 1, 1861.	89,200	6 " 1872	3,506,580	5 April & Oct. 1871
" " " of Sept. 1, 1864.	600,600	6 Mar. & Sept. 1872	3,506,580	5 April & Oct. 1871
New Jersey—War Loan of 1861 (free).	1,293,900	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
" " " of 1863 (free).	1,002,900	6 " 1872	3,506,580	5 April & Oct. 1871
New York—Bounty Fund Stocks.	1,478,000	7 " 1872	3,506,580	5 April & Oct. 1871
" " " Bonds.	2,018,000	7 " 1872	3,506,580	5 April & Oct. 1871
" " " General Fund Stocks.	1,910,082	6 J. A. J. & O. 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	800,000	6 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	348,000	5 " 1872	3,506,580	5 April & Oct. 1871
" " " Canal Fund Stocks.	900,000	5 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	2,257,900	6 J. A. J. & O. 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	5,150,100	6 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	2,099,000	6 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	473,000	6 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	880,000	6 " 1872	3,506,580	5 April & Oct. 1871
" " " pleas.	1,106,420	5 " 1872	3,506,580	5 April & Oct. 1871
North Carolina—State Bonds for R. R. (old).	4,738,800	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
" " " (old).	3,639,400	6 April & Oct. 1872	3,506,580	5 April & Oct. 1871
" " " (new).	2,626,000	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
" " " (new).	1,73-9,000	6 April & Oct. 1872	3,506,580	5 April & Oct. 1871
" " " Funding &c. Bonds of '66-'68	2,800,400	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
" " " Special Tax Bonds.	1,821,400	6 " 1872	3,506,580	5 April & Oct. 1871
Ohio—State Loan (New York).	1,284,317	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
" " " (")	1,600,0-0	6 " 1872	3,506,580	5 April & Oct. 1871
" " " (")	4,065,399	6 " 1872	3,506,580	5 April & Oct. 1871
" " " (")	2,400,000	6 " 1872	3,506,580	5 April & Oct. 1871
" " " (")	366,975	6 May & Nov. 1872	3,506,580	5 April & Oct. 1871
Oregon—Relief and Bounty Bonds.	176,156	7 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
Pennsylvania—Redemption Loan of 1867.	92,850	7 Feb. & Aug. 1872	3,506,580	5 April & Oct. 1871
" " " bonds (stg.).	4,739,500	6 Jan. & July. 1872	3,506,580	5 April & Oct. 1871
"				

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Adirondack:													
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:			7	Jan. & July.	New York.	1886
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$ 100,000		"	"	"	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff & O.C. Cross-cut)	600,000	7	"	"	"	1886
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:						
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids and Minn.						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1878	....	1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	924	Burlington and Missouri River:						
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,999,380	8	"	"	1878	....
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
1st General Mortgage, 1-66.....	4,000,000	7.3	Jan. & July.	New York.	1896	914	Stock Bonds "	1,246,900	8	Jan. & July.	"	1889	....
1st Mortgage, Eastern Extension	45,000	7	.....	.....	.....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
Special Bonds to State of Penn.	3,500,000	5	.....	.....	.....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1824	14
Androscoggin:							1st Mortgage, sinking fund.....	2,250,050	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andron & Kennebec (Maine C.):							Sterling Bonds, £288,000 at 4&1/2..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	95
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1886.....	860,000	6	March & Sept.	"	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	....
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mort. of 1855.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington(C.B. & Q.):						
1st Mortgage on whole line.....	16,000pm	7	.....	.....	.....	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota(H. C.):						
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mortgage (So. I. Pacific)....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv.(C & NW):						
Portland City Loan (skg fund) ..	825,000	6	Various	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Fike's P.)...gold	1,600,000	6*	May & Nov.	New York.	1896	....
Sterling Loan of 1864 (5-20)....	484,000	6*	May & Nov.		1878	....	2d Mortgage Government's subsidy	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R. R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free...gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1866, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	Central of New Jersey:						
Loan of 1860.....	579,500	6	"	"	1880	95	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1863.....	1,710,500	6	April & Oct.		1885	93	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	102
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1895	93	Central Ohio (B. & O.):						
Loan of 1868 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Faltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'96	102
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan ...	58,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	101
Barclay Coal:							Income bonds.....	10,000,000	8	"	"	"	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	605,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consl. 195 m.)	786,000	7	"	"	1896	....
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	90,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N. W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1891	93
Boliviere Delaware:							1st Mort. (Va.Cen.R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " ")	186,500	6	"	"	1572	....
2d Mortgage { Camden and	497,000	6	March & Sept.	Princeton.	1885	824	3d Mort. (" " ")	901,000	6	"	"	1884	....
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.):							1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds..	400,000	6	Jan. & July.	Boston.	1884	84	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	248,000	6	"	"	....	1st Mortgage sinking fund.....							
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1866	....	1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	2d Mortgage.....	2,400,000	7	Jan. & July.	St. Louis.	1877	103
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	254	Chester and Tamaroa:						
1st Mortgage (new) guar. by Eric Massa. Loan (secured by 1st m.b.)	3,000,000	7	"	New York.	1899	....	1st Mortgage.....	1,100,000	7	April & Oct.	Boston.	1877	90
Boston and Lowell:							2d Mortgage.....	1,914,000	4	July.	Frankfort.	1890	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	2d Mort. (4 p.c. after Jul. '75) gold	738,000	8	Jan. & July.	New York.	1878	....
Scrip certificates.....	380,000	3	January.	"	1873	....	American Cen. R.R. (75 m) guar.	600,000	8	May & Nov.	"	1879	....
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	Carthage & R.R. (30 m) guar.	500,000	8	Jan. & July.	"	1889	....
Brunswick and Albany:							Dix, Peo. & Han. R.R. (45 m) guar.	920,000	8	April & Oct.	"	1899	....
1st Mort. endorsed by Ga....gold	3,630,000	6*	April & Oct.	New York.	1908	....	Trust Mortgage, skg fund conv.	400,000	8	April & Oct.	"	1890	....
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	....	Trust Mortgage.....	941,000	4	July.	Frankfort.	1890	....
Buffalo, Bradford and Pittsburgh:							Trust Mortgage.....	2,825,000	8	Jan. & July.	New York.	1883	112
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....	Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....
Consel. bonds of April 1, 1868..	3,000,000	7	April & Oct.	"	1898	....	Trust Mortgage.....	400,000	8	April & Oct.	"	1890	....
Buffalo and Erie (L. Sh. & M. So.):							2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890	....
Bonds of Buff. and State Line..	100,000	7	May & Nov.	New York.	1873	....	American Cen. R.R. (57 m) guar.	738,000	8	Jan. & July.	New York.	1878	....
Bonds of Buff. and State Line..	200,000	7	Jan. & July.	"	1882	....	Carthage & R.R. (40 m) guar.	600,000	8	May & Nov.	"	1879</td	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	87 $\frac{1}{4}$	2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold							Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7		New York.	18-	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876 92 $\frac{1}{4}$	
Chicago & Milwaukee(C. & N.W.):							Notes payable, coupon tax free.	559,429	7	" "	" "	1876 100 $\frac{1}{4}$	
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 55 m. guar.	1,129,000	7	Jan. & July.	"	1898	93	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							Connecticut Western:						
Pref. sinking fund b'ds (183 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	1st Mortgage.....	81,500	7		Hartford.	18-	....
Interest (f'ded coup. b'd's(193m.).	755,000	7	May & Nov.	"	1882	95	Connecting (Philadelphia):						
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1886	96	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
1st Mortgage, Appleton Ext.	184,000	7	"	"	1886	....	Contoocook River:						
1st Mortgage, Green Bay Ext.	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6		Boston.	18-	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	....	Coun. Bluffs & St.J. (K. St.J. & C.B.)						
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line).	135,000	7	"	"	1878	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	Covington and Lexington (Ky. Cen.):						
Consol. skg fund Mort. (800 m.).	2,590,000	7	May & Nov.	"	1915	92	1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	3d Mortgage June 1866.....	237,000	7	June & Dec.	" "	1885	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:						
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Chi. & Mil. R. W.) 85m.	1,155,000	7	Jan. & July.	"	1911	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Bel. & Mad.R.R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,000	6	June & Dec.	" "	1881	....
1st Mort. (Mad.Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:						
1st Mort. (Men.Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	84,000	8	" "	" "	1908	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	Plain bonds.....	81,800	8	Jan. & July.	" "	1884	....
Chicago, Pekin & Southwestern:							Danbury and Norwalk:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101	Danv. Hazleton & Wilkesbarre:						
Chi. & Southwes'n(C. R. I. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:						
Chillicothe & Brunswick (N.Mo.):							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Michigan:						
Cincinnati & Balt. (Mar. C. In.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	....	2d Mortgage.....	642,000	7	March & Sept.	" "	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	189,500	7	March & Sept.	" "	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:						
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cinc. and Indiana (C. Laft. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	262,445	6	" "	" "	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877-67	....	Dayton and Western:						
Cincinnati and Indianapolis Junc.:							1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	433,000	6	" "	" "	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Decatur & St. Louis(T. W. & W.):						
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:						
1st Mortgage.....	20,000pm	7*	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laft.):							Delaware:						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	" "	" "	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	8	" "	" "	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Seaf. to Delmar) bonds.....	100,000	6	" "	" "	1880	....
1st Mortgage of 1867.....	1,061,861	7	June & Dec.	New York.	1890	81	Delaware, Lackaw. & Western:						
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	77 $\frac{1}{4}$	1st Mort. (Lack. & Western):	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91 $\frac{1}{4}$	1st Mort. (Eastern Ext.):	1,111,000	7	April & Oct.	" "	1875	100
Cincinnati and Zanesville:							2d Mort. (General):	1,633,000	7	March & Sept.	" "	1881	97 $\frac{1}{4}$
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev., Col. and Cinc. (C. C. C. & I.):							1st Mortgage (Land grant)...gold	2,500,000	7	May & Nov.	New York.	1897	....
1st Mortgage \$25,000 a year.....	265,000	7	June & Dec.	New York.	71-74	....	Des Moines Valley:						
Clev., Col. Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mort. (C. C. and C. R. R.):	365,000	7	June & Dec.	"	71-74	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
1st Mort. (Bell. and Ind. R.R.):	646,000	7	Jan. & July.	"	70-74	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.)...guar.	1,080,000	8	June & Dec.	New York.	1890	87 $\frac{1}{4}$
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mortgage....						
3d Mortgage sinking fund.....	654,600	8	March & Sept.	"	1876	....	1st Mortgage....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Ionia and Lansing:	770,000	8	Jan. & July.	" "	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing:	300,000	8	May & Nov.	" "	1880	....
1st Mort. for \$1,500,000...gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev., Palineev. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie:	500,000	7	Jan. & July.	New York.	1874	97 $\frac{1}{4}$	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	98	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....
4th Mortgage.....	1,104,844	8	Jan. & July.	"	1892	84	Bonds of June 30, 1866.....	1,916,639	6	" "	NY & Detroit.	1886	....
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1900	95	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
Cleveland & Toledo (L.S. & M. So.):													

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
		When.	Where.	Due.				When.	Where.	Due.		
Dubuque and Sioux City:					Grand River Valley (Mich. C.)							
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	"	"	1894		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Greenville and Columbia:					
Dutchess and Columbia:							1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed.	376,706	7	"	"	'81-'86
East Brandywine & Waynesburg:							Greenwich and Johnsonville:					
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889
2d Mortgage.....	35,000	8	"	"	1873		Hackensack & New York (Eric)	62,000	7	Jan. & July.	New York.	1872
East Pennsylvania (Ph. & Rdg.):							Hackensack & N. York Ext. (Eric):	129,100	7	May & Nov.	New York.	1889
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888		1st Mortgage of May 1, 1869.....	675,000	7	May & Nov.	New York.	1898
East Tenn. & Georgia (E.T.V.&G.):							Hannibal and Naples:					
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		1st Mortgage of Nov. 1, 1868.....					
Interest bonds (funded coupons)	136,400	7	"	"	1876		Hannibal & Oen.Mo.(C. & Alton):					
East Tennessee, Virginia & Ga.:							1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900		Hannibal and St. Joseph:					
Eastern Mass.:							Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871 92
State Loan (1st Lien) \$60,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan 1855.....	1,500,000	6	"	"	1885
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872		Six years Mortgage bonds.....	69,000	10	"	"	1872
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96	Three years' notes.....	810,000	8	"	"	1873
Loan of 1865.....	160,000	6	April & Oct.	"	1885	96	Five years' notes.....	1,024,300	8	"	"	1875
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	96	Fifteen years' bonds.....	1,199,500	8	"	"	1885 99
Loan of 1869.....	500,000	5	May & Nov.	"	1889	96	1st Mort. (Q. and Palmyra R.R.)	100,000	8	Feb. & Aug.	"	1892 97
Essex Railroad 1st Mortga...	194,400	6	Jan. & July.	"	1876	93	1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	"	1892 109
Eastern Shore (Md.):							Land Mortgage.....	1,503,700	7	April & Oct.	"	1888
1st Mortgage.....	400,000	6	Jan. & Ju'y.	Baltimore.	1880		Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888
2d Mortgage.....	180,000	6	April & Oct.	"	1886		Hanover Branch (Mass.):					
Elizabethtown and Paducah:							1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		Harlem Extension:					
Elmira and Williamsport (N.Cen.):							1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Harrisburg & Lancaster (Pa. R.R.):					
Income Mortgage.....	570,000	5	May & Nov.	"	1872		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883 93
Real Estate (Elmira) bond.....	56,000	7	"	"			Hartford and New Haven:					
Erie Railroad:							1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
1st Mortga...	3,000,000	7	May & Nov.	New York.	1877	101	Hartford, Providence and Fishkill:					
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	95	1st Mort. (R. Island 26.32 m.):					
3d Mortgage.....	6,000,000	7	"	"	1883	89	1st Mort. (Connecticut 96.04 m.):	481,000	7	Jan. & July.	Providence.	1876
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	85	Hastings and Dakota:	1,574,000	7	"	"	1876
5th Mortgage convertible.....	920,00	7	June & Dec.	"	1888	85	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891		Hempfield:					
Sterling Loan (\$1,000,000) co.v.	4,844,400	6*	March & Sept.	London.	1875		1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872
Erie and Pittsburg (Penn.):							Housatonic:					
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
2d Mortgage.....	153,000	7	March & Sept.	"	1890		2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893		3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889
European & North American:							Houston and Texas Central:					
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898		1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891
1st m. R.R. & L'd(B to Win 45 m	2,000,000	6*	"	"	1899		Hudson River (N.Y.Cen. H.R.):					
Evansville and Crawfordsville:							1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870
1st Mortgage (Ev. & Ill.R.R.).....	350,000	7	Jan. & July.	New York.	1889		2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885 104
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	"	1889		3d Mortgage.....	180,000	7	May & Nov.	"	1875
1st Mort (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881		Huntington and Broad Top Mt.:					
Consolidated Mortgage.....	7	Jan. & July.	"	"	1889		1st Mort. (extended 18.0 to 1890).....	416,000	7	April & Oct.	Philadelphia.	1890 100
Evan'sville, Henderson & Nashv.:							2d Mortg.....	267,500	7	Feb. & Aug.	"	1875 86
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897		1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	"	1895 47
Fall River Warren & Providence:							Illinois Central:					
1st Mortgage.....	1,000,000	7	Jan. & July.	Providence.	1882		1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875 103
Flemington (Belv. Del.):							1st Mortgage Construction.....	322,000	6*	"	"	1875
1st Mo'tage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877		Redemption currency.....	2,500,000	6	"	"	1890
Flint and Ferris Marquette:							Redemption, sterling.....	2,500,000	6*	"	"	1890
1st Mortgage L.G., 1st mort....	267,000	7	May & Nov.	New York.	1880		Illinois & South. Iowa (T.W. & W.):					
1st Mortgage L.G., 2d mort....	319,000	7	Jan. & July.	"	1887		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882 85
1st Mortgage L.G., 3d mort....	1,200,000	8	March & Sept.	"	1888		Indiana and Illinois Central:					
F. & Holly R.R. b'ds \$25,000 a yr)	600,000	10	May & Nov.	"	1888		1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
Flushing & North Side (L. I.):							1st Mortgage, conv.....	5,000,000	7*	April & Oct.	"	1890
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		2d Mortgage.....	1,500,000	8	"	"	1890
Fonda, Johnston & Gloversville:							Indianapolis, Cin. and Lafayette:					
1st Mortgage.....	300,000	7	"	"	"		1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888
Fr. W. Jackson & Sag. (Mich. C.):							1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	"	1897
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889		1st Mortgage (C. & L.) 179 m	1,566,000	7	June & Dec.	"	1899 68
Fr. W. Muncie & Clin. (F.W.J.S.):							1st Mortgage (Cin. and Ind.)	500,000	7	"	"	1893
1st Mortgage guaranteed.....	1,800,000	7*	Jan. & July.	New York.	1889		2d Mort. (C.I.L.), 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	77/78
Galena & Chic. Union (C. & N.W.):							1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103	Indianapolis, Bloomington & West.					
2d Mortgage.....	985,000	7	May & Nov.	"	1875		1st Mortgage, conv.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884		2d Mortgage.....	5,000,000	7*	April & Oct.	"	1890
Georgia:							Indianapolis, Cin. and Lafayette:					
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage (Ind. of Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888
Goshen and Deckertown (Erie):							1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	"	1897
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		1st Mortgage (C. & L.) 179 m	1,566,000	7	June & Dec.	"	1899 68
Gr. Rapids & Indiana (P.F.W. & C.):							1st Mortg. (C. & L.), 10, 15 & 20 yrs.	500,000	7	"	"	1893
1st Mortgage half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899		1st Mort. (C.I.L.), 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	New York.	1899
1st Mortgage half year...gold	4,000,000	7*	April & Oct.	"	1899		1st Mort. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
Grand Trunk (Ca.):							1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....		1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
2d Preference Bonds £1,610,204.	8,051,320	4*	"	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
3d Preference Stock £758,510...	3,732,550	4*	"	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
4th Preference Stock £5,571,210...	2,855,605	4*	"	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
Equipment Bonds £610,480...	3,052,400	6*	April & Oct.	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
Postal or Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
Provincial Debentu's £3,111,500	15,537,500	5*	"	"			1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	1890
Great Falls and Conway:							1st Mortg. (C. & L.) 179 m	1,500,000	7	Jan. & July.	New York.	189

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.	Due.				When.	Where.	Due.		
Jeffersonville, Madison & Indiana:						Lehigh Valley:							
1st Mortgage of Oct. 1, 1866.....	\$1,107,000	7	April & Oct.	New York.	1906	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	...	
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	1st Mort. of 1868(coup®.) free	3,343,000	6	June & Dec.	"	1888	97	
1st Mortgage (1nd & Mad.) guar.	197,000	7	May & Nov.	"	1st Mort. of '70(reg.) for \$6,000,000	1,050,000	7	"	"	"	1900	100	
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1st Mort. (Hazleton R.R. of 1862	132,000	6	April & Oct.	"	"	1872	...	
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1870	...		
Joliet and Chicago (C. & Alton):					Little Miami & Colum & Xenia:								
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...	
Joliet & Northern Ind. (Mich. C.):					Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	...		
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	...		
Junction (Cin. & Indianapolis):					1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	"	1905	...	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1st Mortgage (").....	43,000	6	"	"	"	1905	...	
2d Mortgage.....	800,000	7	March & Sept.	"	Little Rock and Fort Smith:								
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1st Mortgage for \$3,500,000 gold.....	.....	6*	Jan. & July.	Boston.	1890	...	
Junction, Philadelphia:					Little Rock, Pine Bluff & N. O.:								
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1st Mortgage.....	783,000	7	April & Oct.	Philadelphia.	1877	...		
2d Mortg ge.....	300,000	6	April & Oct.	"	Little Schuylkill (P. & Rdg.):								
Junction and Breakwater:					1st Mortgage, guaranteed.....	1,500,000	8	J. A. J. O.	New York.	1890	...		
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	Loganport, Crawf. & S'wstn Ind.								
Kalam., Alleg. & Gr. R. (L.S. & M.S.):					1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	...		
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	Long Branch and Sea Shore:								
Kalamazoo, & S. Haven (M.Cen.):					1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...		
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	Long Island:								
Kalam. & l'vre Riv. (L.S. & M.S.):					1st Mortgage.....	175,000	7	Feb. & Aug.	"	"	1890	...	
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1st Mortgage (Extension).....	150,000	6	May & Nov.	"	"	1893	...	
Kalam. & W. Pigeon (L.S. & M.S.):					General Mortgage of 1869.....	775,000	8	"	"	"	1899	...	
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	Kent City, St. Jo. & Coun. Bluffs:								
Kansas City and Santa Fe:					1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	...		
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	Kentucky Central (Cov. & Lex.):								
Kent. City, St. Jo. & Coun. Bluffs:					1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1897	...		
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Boston.	1st Mortgage (Cincinnati Br.):								
1st Mort. on R.R. 254 m....gold	500,000	7	Jan. & July.	"	1st Mortgage (Cincinnati Br.):	1,000,000	8	April & Oct.	"	"	1900	...	
1st Mort. (C. B. & St. Jo. 52 m.)	150,000	10	"	"	2d Mortgage (general).....	82,000	6	Jan. & July.	"	"	1878	...	
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1st Mort. (Lo. & Frankfort Br.):	100,000	6	"	"	"	1881	...	
2d M. rt. (" ").....	534,500	8	June & Dec.	"	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	"	1874	...	
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	Kentucky and Nashville:								
1st Mort. (" ").....	1,500,000	7	"	"	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877	...		
Kansas Pacific (U. Pac. E. D.):					Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	"	86-87	...	
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1st Mortgage (Lebanon Br.):	225,000	6	May & Nov.	"	"	1887	...	
1st Mort. on R.R. 254 m....gold	4,003,000	6*	June & Dec.	"	1st Mortgage (Memphis Br.):	197,000	7	"	"	"	71-78	...	
1st Mort. on Branch 34 m.	600,000	7	May & Nov.	"	1st Mortgage (Bardstown Br.):	1,000	7	Jan. & July.	"	"	1870	...	
Land Gr. Mort. on 2,000,000 acres	318,000	7	Marh & Sept.	"	1st Mort. (Lebanon Br. Ext.):	98,000	7	May & Nov.	"	"	80-81	...	
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	Louisville Loan (Leb. Br. Ext.):	333,000	6	April & Oct.	"	"	1893	...	
1st M. on R.R. 380th m. gold	2,000,000	7	Jan. & July.	"	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	"	1898	...	
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	Lowell & Lawrence (B. & L.):								
3d Mort. Income on 425 m.	4,270,000	7	(after 5 years.)	"	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	...		
Kent County (Del.):					Macon and Brunswick:								
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	...		
Kentucky Central (Cov. & Lex.):					2d Mortgage of 1869.....	1,000,000	7	Ap'l & Oct.	"	"	1889	...	
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	"	1890	...	
2d Mortgage March 1863.....	844,000	7	"	"	Equipment Mortgage.....	150,000	7	"	"	"	1890	...	
3d Mortgage June 1 1855.....	237,000	7	June & Dec.	"	Macon and Western:								
Keokuk, Iowa and Minn.:					1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	...		
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	Madison and Portage:								
2d Mortgage.....	5,000pm	7	"	"	1st Mortgage.....	450,000	7	April & Oct.	New York.	1845	...		
Keokuk and St. Paul (C.B.& Q.):					Maine Central:								
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	Loan of 1850-61 (A. & Ken.)	1,100,000	6	Feb. & Aug.	Boston.	90-91	...		
Lackawanna and Bloomsburg:					Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	...		
1st Mortgage.....	900,000	7	Jan. & July.	New York.	Loan (new) for \$1,100,000.....	451,200	7	"	"	1898	...		
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	Mort. (Ext.) for \$500,000....gold	112,000	6*	April & Oct.	"	1900	...		
2d Mortgage.....	500,000	7	April & Oct.	"	1st Mort. (B. to P. & Ken. exch. 7s).....	57,700	6	"	"	1872	...		
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...		
Income Mortgage.....	200,000	10	Jan. & July.	"	Mansfield & Framigh. (B.C. & F.):								
Income Mortgage.....	79,335	7	April & Oct.	"	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89	...	
La C. Trepel & Ires. (C. & N.W.):					Marietta and Cincinnati:								
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	...		
Lafayette, Bloomington & Miss.:					1st Mortgage, Dollar.....	2,454,528	7	"	Baltimore.	1891	96	...	
1st Mortgage, Munce & Bloomington:					2d Mortgage.....	2,500,000	7	May & Nov.	"	1898	82	...	
Lake Erie and Louisville:					3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	New York.	1896	79	...	
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	Baltimore.	1896	...		
Lake Shore & Michigan So.:					Baltimore Loan to Union R. R.	20,000	7	"	"	"	...		
Sunbury Bds (CP& ARR 964m) Regis. Bonds (" ")	500,000	7	Jan. & July.	New York.	Marietta and Pittsburg:								
3d Mortgage (" ")	1,000,000	7	"	"	1st Mort. of Aug. 1, 1859....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	...		
Divid'd Bonds (L. S. R. R. 258 m.)	1,000,000	7	April & Oct.	"	Marquette and Ontonagon:								
S. Fund Bonds (L.S. & M.S. 01,013m) Consol. M. reg. (" ")	1,500,000	7	"	"	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	...		
Conol. M. coup. (" ")	2,000,000	7	"	"	2d Mortgage.....	850,000	6	May & Nov.	"	1885	50	...	
1st Mort. (M.S. & N. In. RR. 521m) 2d Mort. (" ")	525,000	7	May & Nov.	"	1st Mortgage.....	150,000	6	June & Dec.	"	1889	...		
1st Mort. (Junc. R.R. 493 m.)	2,693,000	7	"	"	2d Mortgage.....	850,000	6	May & Nov.	"	1890	...		
M. of '60 (" ")	115,000	7	June & Dec.	"	Memphis and Little Rock:								
Mort. Bonds (Buff. & E.R. R. 58m) Mort. Bonds (" ")	2,014,000	7	Jan. & July.	"	1st Mort. (R.R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890	...		
23,000	7	"	"	"	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	...		
23,000	7	June & Dec.	"	"	Memphis and St. Louis:								
200,000	7	May & Nov.	"	"	1st Mort. (R.R. & 650,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901	...		
200,000	7	Jan. & July.	"	"	Michigan Air Line (Mich. Cen.):								
3,000,000	7	March & Sept.	"	"	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1860	108	...	
3,000,000	7	Feb. & Aug.	"	"	Michigan Central:								
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	"	"	1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	...		
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	...		
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	"	"	1st Mortgage, sinking fund conv.	2,294,500	8	"	"	"	1882	116	...
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	"	"	1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108	...	
1st Mort. (Kal. & Gr. R. R.)	840,000	8	"	"	2d Mort. (" ")	500,000	8	April & Oct.	"	1882	103	...	
1st Mort. (Jamesstown & Frank.)	500,000	7	"	"	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	"	1882	103	...	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where.	Due.				When.	Where.	Due.			
Midland Pacific : 1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	Newark and New York (Cent.): 1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	...
Mifflin & Centre Co. (Pa. R. R.): 1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	Newark, Somerset & Straitsville: 1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	...
Milwaukee & Chicago, (C&NW): 1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	New Bedford and Taunton: 1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	...
2d Mortgage, ".....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada: 1st Mortgage, Sterling £200,000.	972,000	6*	May & Nov.	London.	1867	...
Mil. & Prairie du Chien (M&StP): 1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg, New York (Erie): 1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	...
2d Mortgage, ("").....	1,315,000	7.3	"	"	1898	....	New Canaan: 1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	...
Milwaukee and St. Paul: 1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	Newcastle and Beaver Valley: 1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	...	
1st Mortgage (E. Div. Palmer). 1st Mort. (Iowa and Minn. Div.)	792,000	8	May & Nov.	"	1874	....	New Haven and Darby: 1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	...
1st Mortgage (Minn. Cent.).....	3,92,000	7	Jan. & July.	"	1897	93	New H., Middlet'N & Willimain: 1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	...	
1st Mortgage (Iowa & Dak.). 1st Mortgage (P. du C. Div.).	1,008,000	7	"	"	1898	90	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	...		
2d Mortgage (P. du C. Div.). 2d Mortgage 370 miles.....	3,674,000	8	Feb. & Aug.	"	1898	103	New H. & Northampton (Canal): 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	...	
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	....	Convertibl. e, tax free.....	400,600	6	April & Oct.	"	1880	...
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1891	....	New Jersey (Pennsylvania): 1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	...
Milwaukee and Western bonds.....	247,000	7	Jan. & July.	"	1891	....	2d Loan.....	450,000	6	"	"	1878	...
Real Estate Purchase.....	148,500	7	various.	"	1891	....	3d (*State Loan).....	1,000,000	6	"	"	1887	...
Incumbrances assumed.....	35,073	7	"	"	1891	....	New Jersey Midland (N.Y.&O.M.): 1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895	...
Mineral Point: 1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Mortgage.....	400,000	7	"	"	1891	...
Minneota and North Western: 1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	New Jersey Southern: 1st Mortgage of Sept. 19, 1869....	2,000,000	7	May & Nov.	New York.	1889	75
Mississippi Central: 1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....	1st Mortgage (Tom's Riv. Br.).....	120,000	6	Feb. & Aug.	"	1890	...
2d Mortgage ("").....	2,000,000	8	Feb. & Aug.	"	1876	....	New Jersey West Line: 1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	...
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	New London Northern: 1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	...
Tennessee Loan bonds.....	1,278,9-0	6	Jan. & July.	"	1892	....	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	...
Mississippi and Ouachita & Red Riv.: 1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	...
Land Mort. (257,000 acres).....gold	1,900,000	7*	— & —	"	1900	....	New O., Baton-Rouge & Vicksburg: 1st Mortgage.....	12,500pm	8*	— & —	New York.	1910	...
Arkansas State Loan.....	10,000pm	7	— & —	"	1900	48	2d Mort. endor. by Louis.....gold	12,500pm	8*	— & —	"	1910	...	
Mississippi and Tennessee: 1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	N. Orleans, Jackson & Gt. North: 1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	...
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	'81-'93	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	...
Mississippi River: 1st Mortgage.....	17,000pm	7	— & —	New York.	....	Income Mortgage of 1870.....gold	2,000,000	7*	— & —	New Orleans.	1890	...	
Mississippi, Iowa & Nebraska: 1st Mort. of June 1, 1870.....gold	....	7*	June & Dec.	New York.	1910	....	City Extension Mort.	1,000,000	7*	— & —	"	1915	...
Missouri, Kansas and Texas: 1st M. R.R. & land (U.P.S.B.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	...
1st M. (Teb. & Nesho)S.F. gold Conso. L.G. S.F. (\$14,000,000)gold	2,000,000	7*	June & Dec.	"	1903	....	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915	...
Missouri River, Ft. Scott & Gulf: 1st Mortgage of Jan. 1, 1859.....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	...	
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma: 1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	...	
Missouri Valley (K.U.S.J.C.B.): 1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston: 1st Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
1st Mortgage.....	1,000,000	7*	"	"	1893	....	2d Mortgage.....	195,000	7	Feb. & Aug.	"	1870	...
Mobile & Alabama Grand Trunk: 1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	Bonds Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	90	
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8	— & —	"	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102	
Mobile and Girard: 1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	...
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91	
Plain Bonds.....	33,500	7	— & —	Mobile.	....	Bonds for real estate.....	162,000	6	"	"	1883	...	
Mobile and Montgomery: 1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	...	
Mobile and Ohio:	....	....	....	....	....	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1870	...
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	Bonds in place of bonds of 1854.....	2,900,000	6	June & Dec.	"	1887	94	
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8	— & —	"	....	1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	...	
Montgomery and Girard: 1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	2d Mort. (" ")F.	1,891,000	7	June & Dec.	"	1885	...
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	3d Mort. (" " ")....	180,000	7	May & Nov.	"	1875	...	
Plain Bonds.....	33,500	7	— & —	Mobile.	....	Conv. B'ds (" " ")....	8,000	7	"	"	1867	...	
Montgomery & Erie (Erie): 1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Fort Lee (Erie): 1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	...
Montgomery and Bufala: 1st Mortgage of 1856, endorsed	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage.....	135,000	7	— & —	New York.	1876	...
1st Mortgage of 1870, endorsed	300,000	... June & Dec.	"	"	1903	....	New York and Harlem: 1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	100
Montgomery & West Point (Wtn) Mortage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	...
1st Mortgage.....	450,000	8	"	"	to 0	....	Consolidated mortgage of 1863.....	1,767,000	6	Feb. & Aug.	"	1893	93
2d Mortgage.....	288,000	8	"	"	1876	....	Sinking Fund mortgage of 1861.....	112,305	7	Jan. & July.	"	1881	...
Income Mortgage.....	254,000	8	"	"	1881	....	Bonds of 1853, unsecured.....	109,000	7	"	"	1872	...
Montreal and Champlain: 1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	....	N. York, Housatonic & Northern: 1st Mortgage.....	141,500	7	— & —	New York.	1889	...
2d Mortgage.....	379,000	8	"	"	1879	....	2d Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Morris and Essex: 1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	1014	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	...	
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	1st Mortgage.....	80,000	6	"	"	1878	...	
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	...
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	Niles and New Lisbon: 1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889	...	
Musca Inc (South-Western): 1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	...
Nashville and Chattanooga: 1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	...
1st Mortgag. not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	396,000	8	"	"	1877	...
Tenn. State Loan.....	150,000	6	"	"	1892	2d Mortgage for \$500,000.....	416,000	8	"	"	Norfolk.	1893	...
Tenn. State Loan (Jasper Br.): 1st Mortg.	245,000	6	"	"	1900	....	North Carolina: Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	...
Nashville and Decatur: 1st Mort. Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	193,500	8	"	"	1877	...
2d Mortgage.....	600,000	6	"	"	1870	....	Mortgage Bonds.....	209,000	8	"	"	1888	...
Income Bonds (Tenn. and Ala.): Con-oil for \$2,100,000 at 6% gold	2,000,000	10	April & Oct.	"	1887	....	North Eastern: 1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	...
National (N. Jersey): 1st Mortgage for \$7,200,000 .....	....	7	— & —	New York.	1901	....	2d Mortgage.....	69,500	7	"	"	1868	...
Nauvoouk:	120,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 1st Preference	773,000	7	"	"	1899	...
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1899	...
							Funded Interest.....	117,495	7	"	"	1875	...	

AMERICAN RAILROAD JOURNAL.

1251

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
North Missouri:						Pemberton & N. York (N.J.S.):					
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	1st Mort. guaranteed.....	\$376,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	Peninsula (J. & N. W.):	855,000	7	March & Sept.	New York.	1898
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	1st Mortgage, guaranteed.....	1,800,000	7	May & Nov.	New York.	1899
North Pennsylvania:						Peninsular (Mich. Ind. & Ill.):	1,500,000	7	June & Dec.	Philadelphia.	1896
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	1st Mortgage..... gold	1,500,000	7	"	"	1906
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	Pennsylvania and New York:	1,500,000	7	June & Dec.	Philadelphia.	1896
2d Mortgage.....	1,248,000	7	May & Nov.	"	1896	1st Mortgage.....	1,500,000	7	"	"	1896
Northern Central:						Penobscot and Kineebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	1st Mortgage (Bangor Loan):	169,500	6	Feb. & Aug.	Boston.	1870
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	Peoria & Bureau Val(C. R. I. & P.):	600,000	8	Jan. & July.	New York.	1877
3d Mortgage.....	1,223,000	6	April & Oct.	"	1890	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878
3d Mortgage(York & Cumb.RR).....	500,000	6	Jan. & July.	"	1877	Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1890	1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	2d Mort. of Oct. 1, 1870, tax free.....	1,000,000	7	April & Oct.	"	1900
Northern New Hampshire:						Peoria and Rock Island:	1,500,000	7	April & Oct.	New York.	1900
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	1st Mortgage.....	100,000	6	— & —	New York.	1886
Northern New Jersey (Erie):						Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	Mortgage Bonds.....	26,500	7	"	"	1865
Northern Pacific:						Mortgage Bonds.....	266,500	8	"	"	79-98
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	Philadelphia and Baltimore Cent.:					
North Western Virginia:						1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879
1st Mort. (assumed B. & O.),	458,500	6	Jan. & July.	Baltimore.	1873	1st Mortgage (Md. D. V.):	300,000	6	"	"	1891
2d Mortg. (")	140,000	6	"	"	1885	Philadelphia and Erie (Penn.):	5,000,000	6	March & Sept.	Philadelphia.	1881
Norwich and Worcester:						1st Mortgage.....	3,000,000	7	Jan. & July.	"	1883
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	2d Mortgage.....	3,598,000	6	Jan. & July.	"	1866
Plain bonds.....	59,000	7	June & Dec.	"	1874	3d Mortgage.....	1,000,000	6	April & Oct.	"	1877
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	1st Mortgage, convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882
Construction bonds.....	250,000	7	Jan. & July.	"	1877	Philadelphia and Reading:					
New bonds of 1870.....	22,000	7	"	"	1890	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871
Nyack and Northern:						Debenture Loan of 1868.....	1,121,000	6	"	"	1863
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	Debenture Loan of 1870.....	2,625,000	7	"	"	1890
Oakland & Ottawa (D. & M.):						Mortgage Loan of 1857, conv.	143,500	6	"	"	1886
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1880
1st M. rtg. (") dollar.....	51,000	7	"	New York.	1873	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893
Ogdensburg and Lake Champlain:						Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	Sterling Loan of 1843.....	976,800	6*	"	"	100
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	Sterling Loan of 1836.....	288,000	7*	"	"	72-77
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1871	Philadelphia, Wilmington & Balt.:					
Ohio and Mississippi:						Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	Plain Bonds.....	600,000	6	April & Oct.	"	1871
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	Plain Bonds.....	400,000	6	"	"	1876
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	Plain Bonds.....	1,000,000	6	"	"	1887
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
Funded Debts Mort. (W. Div.).....	16,500	7	"	"	1882	2d Mort. conv.(Steubenv. & Ind.).....	3,820,000	6	March & Sept.	"	83
Consolidated Mort. (sterling).....	2,761,000	7	Jan. & July.	"	1882	1st Mortgage, guaranteed.....	4,000,000	7	Jan. & July.	Baltimore.	1898
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	2d Len. Balt. Loan.....	1,000,000	6	Feb. & Aug.	New York.	1889
Ojib Creek and Allegheny River:						Turtle Creek Div. bonds.....	400,000	6	"	"	1883
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	Real Estate bonds.....	100,000	6	various.		
1st Mortgage.....	550,000	7	April & Oct.	"	1882	Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
1st Mortgage.....	200,000	7	June & Dec.	"	1871	1st Mortgage (Series A):	875,000	7	Feb. & Aug.	"	105
2d Mortgage.....	71,000	7	May & Nov.	"	1871	1st Mortgage (Series B):	875,000	7	March & Sept.	"	1912
Consolidated Mortgage.....	819,000	7	"	"	1871	1st Mortgage (Series C):	875,000	7	April & Oct.	"	1912
Old Colony and Newport:						1st Mortgage (Series D):	875,000	7	May & Nov.	"	1912
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	1st Mortgage (Series E):	875,000	7	June & Dec.	"	1912
Plain Bonds.....	1,000	6	March & Sept.	"	1874	1st Mortgage (Series F):	875,000	7	Jan. & July.	"	1912
Plain Bonds.....	485,000	6	April & Oct.	"	1875	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	102
Plain Bonds.....	34,000	6	"	"	1884	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912
Omaha and Southwestern:						2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912
1st Mort. (North Platte Div.).....	300,000	8	June & Dec.	New York.	1890	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912
Alexandria & Manassas:						2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	Equipment Mort. of Mr. V. 1, 1869.....	1,000,000	8	March & Sept.	"	1874
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	1st Mort. of bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	1877
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	Port Huron & Lake Michigan:					
Va State Loan.....	249,962	7	"	"	1893	1st Mo tage of May 1, 1869.....	1,800,000	7	May & Nov.	New York.	1899
Osage Valley & Southern Kansas:						Portland and Kennebec:					
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	1st Mort. (K. & P. R. R. 1851-'61):	224,800	6	April & Oct.	Portland.	1883
Oswego and Rome (B. W. & O.):						Funded Int. to Oct. 1, 1863.....	22,048	6	"	Boston.	1883
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	1st Mort. (K. & P. R. R. Apr. 1, 1865):	790,000	6	"	"	1895
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	1st Mort. (Yarmouth):	100,000	6	— & —	"	
Oswego and Syracuse (D. L. & W.):						Stock certificates (Yarmouth):	202,40	6	April & Oct.	Portland.	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	1870-80	1st Mort. of 1863.....	250,000	6	— & —	Portland.	1883
2d Mortgage, guaranteed.....	375,000	7	"	"	1887	1st Mort. (E. & S. E. E.):	500,000	7	May & Nov.	Lond. & N. Y.	1889
Ottawa, O. & Fox R. V. (C.R. & Q.):						1st Mort. skg f'd conv. gol. Ports. south, Gt. Falls & Conway:	200,000	6	— & —	Boston.	1889
1st Mort., traffic guar. & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890	1st Mo tage.....	200,000	6	— & —	Raleigh.	1877
Owensboro and Russellville:						1st Mort. (Watertown(R. W&O)):	345,500	7	June & Dec.	New York.	72-74
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	1st Mort. guaranteed.....	1st Mort. (Poughkeepsie & Eastern):	1st Mort. conv. & tax free... gold	1st Mort. of 1868.....	1st Mort. (Quincy & Toledo (T. W. & W.):	1st Mort. (Assume):
Pacific Co. of Mo.:						1st Mort. (Warren and Bristol):	800,000	7	Jan. & July.	New York.	1910
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	1st Mort. of 1868.....	55,000	8	June & Dec.	Providence.	1877
1st Mortgage.....	7,000,000	10	Jan. & July.	St. Louis.	var.	1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	"	1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
Panama:						1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
Sterling Bonds £152,775 at 4.8%.	740,950	7*	Feb. & Aug.	London.	1872	1st Mort. conv. & tax free... gold	800,000	7	May & Nov.	New York.	1910
Sterling Bonds £19,350 at 4.8%.	93,847	7*	April & Oct.	"	1875	1st Mort. of 1868.....	55,000	8	June & Dec.	Providence.	1877
Sterling Bonds £597,800 at 4.85%.	3,860,330	7*	"	"	1875	1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
Paterson and Newark (Erie):						1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1885	1st Mort. conv. & tax free... gold	800,000	7	May & Nov.	New York.	1910
Paterson and Ramapo (Erie):						1st Mort. of 1868.....	50,000	8	June & Dec.	Providence.	1877
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) bar by S.C.	245,745	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	Savannah and Memphis:					
2d Mortgage.....	300,000	7	"	"	1880	1st Mort. guar. by Ala... gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	"	"	1887	Scheme, tady and Susquehanna:					
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	1st Mortgage tax free.... gold	350,000	7*	Jan. & July.	New York.	1900
1st Mort. (T., S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	Schuylkill and Susquehanna:					
1st Mortgage (G.F.B.) assumed.....	125,000	7	Jan. & July.	"	1894	1st Mort., May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876
Richmond and Danville:						Scioto & Hocking Valley (M. & C.):					
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	Seaboard and Roanoke:					
Consolidated Mort.....	1,722,000	6	May & Nov.	N. Y. & Rich.	75-'90	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800
4th Mortgage.....	64,500	6	—	Richmond.	'73-'75	1st Mortgage, guar. by Ala... gold	16,000pm	8*	— & —	New York.	1889
Bonds to Roanoke Val. P.R.C.:	129,000	6	Feb. & Aug.	"	'71-'76	Seims, Marion and Memphis:					
Rich, Frederickburg & Potomac:						1st Mort. guar. by Ala... gold	16,000pm	8*	— & —	New York.	1889
Sterling Bonds.....	67,777	6	Jan. & July.	London.	1875	Selma and Meridian:					
Dollar Bonds.....	124,494	6	"	Richmond.	var	1st Mortgage (3d series):	796,830	6	various.	— & —	var
Dollar Bonds.....	274,228	7	"	var	var	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Richmond and Petersburg:						2d Mortgage.....	6,000,000	7	— & —	"	---
M Mortgage (old) various.....	151,296	va	various.	N. Y. & Rich.	var	Shamokin Valley & Pottsville (N.C.):					
M Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
Richmond and York River:						Sheboygan and Fond du Lac:					
1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1898	1st Mortgage.....	750,000	7	June & Dec	New York.	1884
Roanoke Valley (R. & Dan.):						Shenango and Allegheny:					
1st Mortgage, guaranteed.....	125,600	6	Feb. & Aug.	Richmond.	'71-'78	1st Mort., Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889
Rochester & Genesee Val. (Erie):						Shore Line (N. Y. & N. H.):					
1st Mortgage, guaranteed.....	125,600	6	Jan. & July.	New York	1870	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
Rockford, Ia, Island & St. Louis:						Sioux City and Pacific:					
1st Mortgage, conv. S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	1st Mortgage Jan. 1, 1868... gold	1,628,000	6*	Jan. & July.	New York.	1898
Rocky River:						2d Mortgage (U.S. subsidy)... cur	1,623,320	6	"	"	1898
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	Sioux City and St. Paul:					
Rome, Watertown & Ogdensburg:						1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	----
1st Mortgage (general) skg Fund	632,500	7	June & Dec.	New York.	1891	1st Mortgage, June 1, 1871... gold	450,000	7	June & Dec.	Boston.	1891
1st Mort. (W. & R.) Skg Fund	79,900	7	March & Sept.	"	South Carolina:						
1st Mort. (Potsdam & Watert.):	343,500	7	June & Dec.	"	Sterling Loan Bonds.....	1,492,01	5*	Jan. & July.	London.	'78-'88	
Rondout and Oswego:						Domestic Bonds (H) 1857-'67...	306,500	7	April & Oct.	Charleston.	'71-'72
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	Domestic Bonds (G) 1832-'67...	342,500	6	Jan. & July.	"	'73-'74
Rutland (Verm. Central):						Domestic Bonds (K) Jan. 1868...	1,27,000	7	April & Oct.	Philadelphia.	'85-'91
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	Domestic Bonds (special) Sep. '66	78,000	6	Jan. & July.	"	'80-'92
Equip. Bonds 1 Sept., 1870....	500,000	8	March & Sept.	"	Real Estate Mort. gag.....	80,735	7	various.	"	'71-'72	
Rutland & Burlington (Rutland):					Mo. tgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	Scot. Georgia & Florida (A. & G.):	464,000	7	— & —	New York.	1890
2d Mort. conv. into pref. stock.....	67,000	7	"	"	1st Mort. assumed by Atl. & Gulf	200,000	7	— & —	"	1890	
Saint Croix and Penobscot:					2d Mort. "						
1st Mort. (Cal. & Basing R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	South Mountain Iron:					
2d Mort. (" " " ")	17,500	6	"	"	1st Mo. tgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	
Cal's Loan to Lewey's Isl. R. R.	130,000	8	June & Dec.	"	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & C.B. (K.C., St.J. & C.B.):					South and North Alabama:						
1st Mortgage (80 m. in Missouri).....	1,400,000	10	March & Sept.	Boston.	1892	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890
2d Mortgage (" " " ")	339,500	8	June & Dec.	"	South Pacific (Atl. & Pac.):						
St. Joseph & Denv. C. (E.D. 112m.):					1st Mort. assumed by A. & P.:	7,250,000	6*	Jan. & July.	New York.	1888	
1st Mort. o. Aug. 14, 1869 tree.....	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	South Shore (Mass.):					
St. Joseph & Denv. C. (A.D. 160m.):					1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
1st M. R.R. lands of M'y 14, 7, free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	South Side (L. I.):					
St. Lawrence & Industry (Can.):						1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	South Side, Va. (A.M. & O.):					
St. Louis, Alton and Terre Haute:						1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90
1st Mortgage (Series A) skg Fd.	1,100,000	7	Jan. & July.	New York.	1894	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90
1st Mortgage (Series B) skg Fd.	1,100,000	7	April & Oct.	"	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	"	'84-'90
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	Va. State Loan (net).....	708,102	6	"	"	"	long
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	Southern Central:						
2d Mortgage Income (Series E):	1,700,000	7	"	"	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	
Equipment Mort.	300,000	10	March & Sept.	"	1st Mortgage, Cedar Rapids:						
St. Louis, Conn. Bluffs & Omaha:					1st Mortgage.....	1,500,000	7*	May & Nov.	New York.	1900	
1st Mort. skg, guaranteed... gold	16,000pm	7*	Jan. & July.	New York.	1901	1st Mort.					
St. Louis and Iron Mountain:											
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	St. Paul & Pacific:					
St. Louis, Jacksonville & Chicago:						1st Mortgage for \$23,000,000. gold		6*	Jan. & July.	New York.	1901
1st Mortgage o. Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York.	1894	Southern Pennsylvania:					
2d Mortgage of May 1, 1878.....	360,000	7	Jan. & July.	"	1st Mort. Mar. 1, 1870.... gold	571,500	7*	March & Sept.	Philadelphia.	1890	
St. Louis, Lawr. & Denv. (Pacific):					2d Mort. Sept. 1, 1870.... gold	80,000	7*	"	"	1880	---
1st Mort. g., guaranteed... gold	1,020,000	6*	Jan. & July.	New York.	1901	South Western (Oen. of Ga.):					
St. Louis & Santa Fe:						Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80
1st Mort. g.	20,000pm	7	Jan. & July.	St. Louis.	1891	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	---
St. Louis and South Eastern:						Spartanburg and Union:					
1st Mort. skg fund conv... gold	3,250,000	7*	May & Nov.	New York.	'94-'96	1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	---
St. Louis and St. Joseph (N. M.):						1st Mortgage not endorsed.....	198,370	7	"	"	---
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	1st Mortgage.....	15,000pm	7*	Jan. & July.	New York.	1890
St. Louis, Van. & T. H. (T.H. & I.):						1st Mortgage.....	200,000	7	Jan. & July.	Philadelphia.	1886
1st Mort. g. S. F. guaranteed.....	1,900,000	7	Jan. & July.	New York.	1897	St. Louis:					
2d Mort. g. S. F. guaranteed	2,600,000	7	April & Oct.	"	1st Mort.						
St. Paul and Chicago (M. & St.):						St. Louis Mountain:					
1st Mort. of 1870.... go d	3,000,000	7*	J. A. J. & O.	"	1887	1st Mort.					
St. Paul and Pacific 1st Division:						Sullivan (Verm. Central):					
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	"	Sullivan (Den. & C.):						
General Mort. RR. & L. & \$2,020,000					1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	
General Mort. R.R. & L. & \$2,020,000	780,000	7*	"	"	1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1876	
1st Mort. (W. Line & L.) or \$3,000,000					1st Mortgage.....						
2d M. (W. Line & L.) for \$3,000,000						Sussex:					
St. Paul and Sioux City:						1st Mortgage.....	200,000	6	— & —	New York.	----
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	1st Mortgage.....	171,000	6	— & —	New York.	----
Salem (W. Jer.):						Swedesboro (W. Jer.):					
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	----
Saline and Lowell (B. & L.):						1st Mortgage, Bing. & N.Y. (D.L & W.):					
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	1st Mortgage.....	1,295,825	7	April & Oct.	New York.	1877
Sand, Mansfield & Newark (B.O.):						1st Mortgage, Tebo and Neosho (M. K. & T.):					
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	1st Mort. assumed by M.K. & T.	2,000,000	7*	June &		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.				When.	Where	Due.	
Tioga:												
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):	\$3,275,000	7	Feb. & Aug.	New York.	1896
Toledo, Peoria and Warsaw:							1st Mortgage for \$6,000,000 .....					....
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	90	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	88	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1896	74	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"	1899
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:					102
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....
1st Mort. (Tol. & Ill., 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	92	West Wisconsin:					
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	91	Wicomico and Pocomoke:					
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	80	Williamson and Tarboro' :					
Consol. M. (T. & W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	84	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	87	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilmington and Reading:					
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902
Convertible Bonds.....	648,000	7	"	"	1882	....	Wilmington and Weldon:					
Troy, Salem & Rutland (R. & S.):							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	197,777	7	May & Nov.	"	1885
Troy Union:							Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Winona & St. Peter (C. & N. W.):					
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....
Union Pacific:							2d Mortgage.....	12,000pm	7	May & Nov.	"	....
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-'99	....	— CANAL BONDS.					
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78	Chesapeake and Delaware:					
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	....	1st Mortgage.....	2,039,160	6	Jan. & July.	Philadelphia.	1886
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	95-'99	....	Chesapeake and Ohio:					
Union Pacific—Central Branch:							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1805	....	Preferred Bonds.....	4,375,000	5*	"	London.	1890
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Delaware Division (L.C. & W.):	1,600,500	6	Jan. & July.	Baltimore.	1885
Union Pacific, E. D. (see K. Pac.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
Union Pacific, S. Br. (M. K. & T.):							Delaware and Hudson:					
1st M.R.R. 342m & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877
Union and Titusville:							Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware and Raritan (See Camden and Abingdon R. R.):					
Utica and Black River:							Sterling Loan.....	171,354	6	Jan. & July.	Philadelphia.	1865
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	Gold Loan.....	980,000	6*	"	"	90
Vermont Central:							Convertible Loan.....	1,996,879	6	Jan. & July.	"	1894
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	84	Monongahela Navigation:					
2d Mortgage.....	1,500,000	7	"	"	1891	36	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburgh.	1887
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	176-'77	100	2d Mortgage.....	7,000	6	"	"	1875
1,000,000	8	"	"	"	1889	....	Morris (and Banking):					
Stanstead, Shefford & Cham. b'd's	500,000	7	Jan. & July.	"	1889	102	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884
Guar. Stock (Vt. & Co.).	2,000,000	8	June & Dec.	"	1888	83	2d Mortgage.....	285,000	6	"	"	1876
Vermont and Massachusetts:						100	Boat Loan, sinking fund.....	226,965	7	"	"	1885
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Dividend Scrip.....	103,164	7	— & —	"	....
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Pennsylvania:					
Vermont Valley (Vt. Central):							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Schuylkill Navigation:					
1st Mortgage.....	114,000	6	"	Boston.	1860	....	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872
1st Mortgage.....	293,200	7	"	"	1859	....	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882
Vicksburg and Meridian:							Plain Bonds.....	171,354	6	— & —	"	78
General Mort., 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Improvement bonds.....	306,500	6	May & Nov.	"	81
" " 2d series (blue).....	850,000	7	"	"	1890	....	Boat and Car Loan 1863.....	800,000	6	— & —	"	88
" " 3d series (black).....	154,000	7	"	"	1890	....	Boat and Car Loan 1864.....	633,650	7	— & —	"	88
(not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	Susquehanna (S. & Tide Water):					
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894
Vineyard:							2d Mortgage.....	700,000	6	"	"	62
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	3d Mortgage atg.	872,867	6*	"	"	....
Virginia Central see "Chesa. & O."							Tide-Water (Susq. & Tide-W.):					
Virginia & Tennessee (A. M. & O.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	2d Mortgage.....	300,000	6	"	"	1885
2d Mortgage.....	4,000	6	"	"	1869	77	3d Mortgage.....	436,353	6	"	"	1878
3d Mortgage.....	990,000	6	"	"	1884	....	Union:					
Income Mortgage.....	113,000	6	"	"	1866	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
4th Mortgage.....	846,000	8	"	"	1900	88	West Branch and Susquehanna:					
Registered Certificates.....	116,123	8	"	"	1890	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878
Interest Funding Bonds.....	204,200	8	"	"	1880	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888
Wallkill Valley (20,000 per mile):							3d Mortgage.....	18,000	6	"	"	1868
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	Wyoming Valley (Penn.):					
Ware River (N. & N.):							1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	MISCELLANEOUS.					
Warren (D. L. & W.):							American Dock & Improvement:					
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mort. guar. by C. R. R. Co.:	2,000,000	7	Jan. & July.	New York.	1886
Warwick Valley (Eric):							Consolidated (Md.) Coal:					
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885
Washington and Ohio:							Pennsylvania Coal:					
1st Mortgage 1868 for \$8,000,000.....							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881
Watertown & Rome (R. W. & O.):							Long Dock:					
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872
Sinking Fund.....	798,900	7	"	"	1880	....	Mariposa:					
Westchester and Philadelphia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1881
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881
3d Mortgage (8s compromised). .	557,400	8	April & Oct.	"	1878	....	Quicksilver:					
Western Alabama:							1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1879
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	....	Western Union:					
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	....	1st Mortgage.....	1,000,000	7*	Jan. & July.	New York.	1875
Western (B. & Albany):							2d Mortgage.....	4,534,000	7	May & Nov.	New York.	1875
Sterling Bonds.....	1,610,520	5*	April & Oct.	London.	1871	....	3d Mortgage.....	89,500	7*	Jan. & July.	"	1873
Albany Loan (A. & W. Stockbridge):	500,000	6	Jan. & July.	Boston.	1876	....					
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98						
Western Maryland:												
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79						
2d Mortgage preferred.....	600,000	6	Jan. & July.	"	1890	61						
Bonds endorsed by												

les that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

An asterisk (*) occurring in the column headed "Rolling Stock" signifies

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Abstract of General Balance Sheet.																	
Value of Shares		Market Par.		Dividends.		Earnings.		Operations.		Carried one mile.		Freight.		Passenger.		Trains Moved.	
Sept. 30		1870		M.		M.		M.		M.		M.		M.		M.	
May 31,		1871		M.		M.		M.		M.		M.		M.		M.	
Sept. 30, 1870		80.0		20		6		56		56		56		56		56	
May 31, 1871		86.0		14.8		22.0		14.8		400		400		400		400	
Sept. 30, 1870		120.0		22.0		22.0		19.8		21		17		17		17	
Jan. 31, 1871		132.0		37.9		11.0		25		23		17		17		17	
Dec. 31, 1870		26.5		5.0		6.8		8		6		6		6		6	
Mar. 31, 1871		32.0		10.5		5		5		12		12		12		12	
Dec. 31, 1870		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1871		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
May 31, 1871		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1871		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
June 30, 1872		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1872		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1872		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1873		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1873		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1874		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1874		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1875		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1875		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1876		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1876		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1877		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1877		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1878		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1878		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1879		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1879		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1880		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1880		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1881		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1881		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1882		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1882		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1883		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1883		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1884		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1884		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1885		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1885		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1886		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1886		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Sept. 30, 1887		34.0		1.8		1.8		1.8		1.8		1.8		1.8		1.8	
Dec. 31, 1887		34.0		1.8		1.8		1.8		1.8							

RAILROAD SHARE LIST. including Mileage. Rolling Stock. Debts. Income. Dividends. &c.. &c.

"Land Grant Railroads" are included in that headed "Railroad." A line across the column distinguished by a vertical line at the head, "Balaclava" and "Balto" are included in the column headed "Boiling Stock" signifies that the coast road in that section is not certain.

State-aid Railroads are distinguished by a "S," and Great Railroads are printed in "Glace."

3 Abstract of General Balance Sheet.

Market.		Par.		Dividends.		Net		Carried one mile.	
						Gross.		Freight.	
						Passen- gera. M.		Tons. M.	
Trains Moved.									
Railroad Operated.									

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.,) pref.	\$1,919,000	7	...	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	6	150	...
Berkshire,* guaranteed.	600,000	7	7	...	...
Blossburg and Corning,* guar.	250,000	5	5	...	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	...
Buffalo, N. York and Erie,* guar.	950,000	7	7	74	...
Camden and Atlantic, pref.	753,695	7	...	60	...
Cat�awissa,* pref. and guar.	2,200,000	7	7	91	...
Cayuga and Susquehanna,* guar.	589,110	9	...	...	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	...
Central Ohio, preferred.	400,000	7	7	31	...
Chesunuc,* guar.	380,000	8	6	...	...
Cheshire, preferred.	2,017,815	7	3	83	...
Chicago and Alton, pref.	2,425,400	7	10	114	...
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	...	...	...
Chicago and Northwestern, pref.	20,370,293	7	7	90	...
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	...
Cleveland and Toledo,*† guar.	6,250,000	34	...	...	...
Cochecho, preferred.	177,750	8	...	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	91	...
Cumberland Valley, 1st pref. " " 2d pref.	241,900	8	8	114	...
Delaware,* guaranteed.	242,000	8	8	...	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	...
Dubuque Southwestern, pref.	330,308	7	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...
Elmira and Williamsport,* guar.	500,000	5	5	...	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	88	...
Erie, preferred.	5,586,910	7	7	68	...
Evansville and Crawfordsville pref.	100,000	...	...	...	...
Hannibal and St. Joseph, pref.	5,075,224	...	...	...	...
Harrisburg and Lancaster,* guar.	1,182,550	7	7	75	...
Housatonic, preferred.	1,180,000	8	4	104	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34	...	...
Joliet and Chicago,* guar.	1,500,000	7	7	25	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...
Leeds and Farmington,* guar.	2,646,100	7	7	...	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	874	...
Marietta and Cincinnati, 1st pref. " " 2d pref.	6,586,135	6	...	24	...
Manchester and Lawrence,*	1,000,000	9	...	11	...
Michigan Southern, guaranteed.	586,800	10	10	...	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78	...
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...	...
New Haven and Northampton*.	1,344,000	2	...	...	...
New York and Harlem, pref.	1,500,000	8	8	135	...
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	...	...	...
North Eastern (S. C.) preferred.	155,000	8	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104	...
Ohio and Mississippi, pref.	3,500,000	7	7	75	...
Paterson and Hudson,* guar.	630,000	8	8	75	...
Paterson and Ramapo,* guar.	245,000	5	5	...	...
Peoria and Bureau Valley,* guar.	1,200,000	6	...	...	...
Philadelphia and Erie,*	5,996,700	...	...	...	...
Philadelphia and Reading, pref.	1,551,500	10	...	...	...
Philadelphia and Trenton,*† guar.	1,099,120	10	...	...	...
Pittfield and North Adams,* guar.	450,000	6	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	...	...
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...	...
Portsmouth and Concord*.	550,000	7	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	...
Rochester and Genesee Valley*.	557,500	7	7	...	...
Rutland, preferred.	7	7	744	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61	...
Sandusky and Cincinnati, pref.	445,566	6	6	364	...
Schuylkill Valley,* guar.	576,000	5	5	...	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...	...
Tol. Peoria & Warsaw (W. D.) pref. " " (B. D.) pref.	1,500,000	7	...	...	...
Toledo, Wabash and Western, pref.	1,700,000	7	7	84	...
Troy and Greenbush,* guar.	274,000	7	7	...	...
Vermont and Canada,* guar.	2,500,000	8	8	...	...
Warren,* guar.	1,408,300	7	7	...	...
White Mountains,* guar.	200,000	5	5	...	...
Wright's, York & Gettysburg, pref.	317,050	2	...	...	...
CANAL STOCKS:					
Delaware Division,* guar.	1,633,350	8	8	...	...
Kenosha, preferred.	1,175,000	10	10	122	...
Schuylkill Navigation, pref.	2,888,997	6	6	514	...
Union, preferred.	...	6	...	2	...
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	...	6	...	...	...
Mariposa Mining, pref.	5,714,400	7	7	11	...

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 34 @ 40 -
Pig, American, No. 1.....37 @ 33 -
Pig, American, No. 2.....35 @ 36 -
Pig, American, Forge.....33 @ 24 -
Bar, Refined, English and American.....@ 50 -
Bar, Swedes, assorted sizes.....(gold) 85 @ 100 -
Bar, Swedes, ordinary sizes.....107 50 @ 120 -
Bar, Refined.....85 @ 60 -
Bar, Common.....90 @ 60 -
Scroll.....102 50 @ 132 50 -
Ovals and Half-round.....102 50 @ 122 50 -
Band.....@ 97 50 -
Horse Shoe.....100 @ 105 -
Rods, 1/8-16 inch.....90 @ 125 -
Hoop.....107 50 @ 150 -
Nail Rod.....per lb. 61 @ -
Sheet, Russia, as to No. 2.....(gold) 17 @ 18 -
Sheet, Single D. and T. Common.....41 @ 51 -
Rails, English.....(gold) per ton 57 @ 59 -
Rails, American, at Works in Penna. c. y. 70 @ 71 -
Anvils, (Eagle).....per lb currency. 8 @ -
STEEL-DUTY: Bars and Ingots, valued at 7 cent per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad val. (Store Prices.)

English, Cast, (2d and 1st quality). per lb. 15 @ 18 -
English Spring (2d and 1st quality).....7 @ 10 -
English Blister (2d and 1st quality).....10 @ 17 -
English Machinery.....11 @ 13 -
English German (2d and 1st quality).....10 @ 12 -
American Blister "Black Diamond".....@ 12 -
American, Cast, Tool, do.....15 @ 16 -
American, Spring, do.....9 @ 11 -
American Machinery, do.....9 @ 10 -
American German, do.....9 @ 11 -
NAILS-DUTY: Cut, 1½; Wrought, 24; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d @ 6d.....per 100 lb. @ 4 65 -
Cut Spikes, all sizes.....@ 4 90 -
Clinch.....8 15 @ 6 65 -
Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ 33 -
Copper.....@ 39 -

TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....(gold) per lb. 41 @ 41 -
Straits.....(gold) 36 @ 36 -

English.....(gold) 35 @ 35 -
Plates—Fair to good brands.—Gold—Currency—

I. C. Charcoal.....per box 8 75 @ 9 @ 10 25 @ 10 75 -
I. C. Coke.....7 50 @ 8 50 @ 9 @ 10 -
Coke Terne.....6 37 1/2 @ 7 50 @ 7 25 @ 9 -
Charcoal Terne.....7 75 @ 8 25 @ 9 50 @ 10 -

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)...per gall. 13 @ 13½ -

Crude, 40 @ 47 gravity (in shipping order).....@ 17 -

Refined, Standard White (in ship'g order).....@ 23 -

Refined, prime White (in shipping order).....@ 23 -

Refined, S. W. (in jobbing lots).....@ 24 -

Refined, S. W. (in tin).....28 @ 29 -

Naphtha, Refined, (65 @ 73 gravity).....10 @ 10 -

Residuum.....per bbl. 4 @ 4 -

GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

1st. 2d. 3d. 4th.

Sizes. A. B. C. D.

6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00 -

8 by 10 to 10 by 15.....8 25 7 50 7 00 8 50 -

11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00 -

14 by 16 to 18 by 24.....10 50 9 50 8 50 7 50 -

18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00 -

20 by 30 to 24 by 30.....15 00 13 75 11 50 9 00 -

24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00 -

25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50 -

30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50 -

32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50 -

Above.....23 00 23 00 20 00 16 00 -

(Tone above subject to a discount of 55 @ 60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10.....(4 qts.)...per 50 feet 10 @ 7 75 -

8 by 11 to 10 by 15.....(4 qts.).....10 50 @ 8 -

11 by 14 to 12 by 18.....(4 qts.).....12 @ 9 25 -

14 by 16 to 18 by 24.....(4 qts.).....12 50 @ 9 75 -

18 by 22 to 18 by 30.....(4 qts.).....15 @ 10 50 -

20 by 28 to 24 by 30.....(4 qts.).....18 50 @ 12 50 -

26 by 34 to 26 by 36.....(4 qts.).....19 50 @ 12 50 -

28 by 38 to 28 by 44.....(3 qts.).....21 50 @ 16 -

28 by 46 to 30 by 48.....(3 qts.).....22 @ 16 50 -

30 by 50 to 32 by 52.....(3 qts.).....23 @ 17 -

32 by 54 to 34 by 56.....(3 qts.).....24 50 @ 18 -

34 by 58 to 34 by 60.....(3 qts.).....30 @ 22 -

36 by 60 to 40 by 60.....(3 qts.).....36 @ 23 -

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

Th. 2 F. 3 Sat. 4 M. 6 Tu. 7 W. 8

Canton Co.....102 102 101 102 102 103

Central Pacific Co.....60 60 60 60 60 61

Central of N. Jersey.....106 106 106 106 106 107

Chicago & Alton.....113 113 114 114 114 114

... pref.

... I M.

... S. F.

... Consol.

Chicago, Rock Isl. & Pac. 100 102 101 101 101 103

Chi., R. I. & Pa. 1896 100 100 100 100 101

Clev., Col. and Ind. 82 82 83 85 85 85

Clev. and Pittsburg 126 124 124 124 125 125

... 2 M.

... 3 M.

... 4 M.

Clev. and Toledo 84 84 84 84 84 84

Col., Chi., & Ind. C. 17 18 18 18 18 18

... 1 M.

... 2 M.

Del. & Hudson Canal 118 118 118 118 118 118

Del. Lack. & Western 105 106 106 106 106 106

... 1 M. 7s. ...

... 2 M. 7s. ...

Dubuque & Sioux City 128 128 128 128 128 128

Erie Railway 112 112 112 112 112 112

Erie Railway 28 29 29 29 29 29

Great Western 2d mort. 83 84 84 84 84 84

Hannibal & St. Joseph 64 65 65 65 65 65

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

Th.2 F.3 Sat.4 M.6 Tu.7 W.8

FEDERAL STOCKS:-

U. S. 5s, 1874, reg.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.....	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, coup. 109½	109½	109½	.....	.....	109½	.....
U. S. 5s, 10-40s, reg. 109½	.....	.....	108½	.....	109½	.....
U. S. 6s, 1881, reg. 115½	116	115	115	115	115	115
U. S. 6s, 1881, coup. 117	117	116	116	116	116	116
U. S. 6s, '81, O.W.L.....	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '62	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1862. 111½	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, reg. '64	.....	.....	.....	.....	211½	.....
U. S. 6s, 5-20s, c. 1864. 111½	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1865. 111½	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, r. n. '65	113½	113½	113½	113½	113½	113½
U. S. 6s, 5-20s, c. n. '65. 114	113½	113½	113½	113½	113½	113½
U. S. 6s, 5-20s, reg. '67	114½	113½	113½	113½	114	114
U. S. 6s, 5-20s, c. 1867. 114½	114½	113½	113½	113½	114	114
U. S. 6s, 5-20s, reg. '68. 113½	114½	114	114	114	114½	114½
U. S. 6s, 5-20s, c. '68. 114½	114½	114	114	114	114½	114½
U. S. 6s, Pac.R.R. 111½	111½	111½	111½	111½	112	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

W.1 Th.2 F.3 Sat.4 M.6 Tu.7

Catawissa.....	.....	.....	.....	.....	.....	.....
.. preferred.....	45	45	45	45	45	45
Camden and Amboy.....	129½	127	130	129	129	129
.. 6s, 1875.....	95	.....	.....	.....	.....	.....
.. 6s, 1883.....	.....	.....	.....	.....	.....	.....
.. mort. 6s, '89 93	93	93½	94	94½	93	93
Elmira & Williamsport.....	.....	.....	.....	.....	.....	.....
.. pref.....	75	.....	.....	.....	.....	.....
Lehigh Navigation.....	344	344	344	344	344	344
.. 6s, 1884.....	83½	83½	84	83½	83½	83½
.. Gold L.....	90	90	90	90	90	90
.. H. R. L.....	90	90	90	90	90	90
.. Conv. L.....	.....	.....	.....	.....	.....	.....
Lehigh Valley R. R.	59½	59½	60	59½	59½	60
.. 6s new coup.....	.....	.....	.....	.....	.....	.....
.. 6s new reg.....	.....	.....	.....	.....	.....	.....
Little Schuylkill R.R.	44½	.....	.....	.....	45½	.....
.. 7s.....	.....	.....	.....	.....	.....	.....
Minehill.....	52	52	52	52	52	52
Morris Canal.....	.....	.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....	.....	.....
.. 1st mort.....	.....	.....	.....	.....	.....	.....
North Pennsylvania.....	47	47	47	47	47	47
.. 6s, 1880.....	.....	.....	.....	.....	.....	.....
.. 7s.....	.....	.....	.....	.....	.....	.....
.. 10s, 1887.....	.....	.....	.....	.....	.....	.....
Northern Central.....	39½	39½	39½	39½	39½	39½
Oil Creek & Alleg. Riv.	47	47	47	47	47	48
.. 7s.....	82	82	82	82	82	83
Pennsylvania R. R.	60	57½	57½	57½	58	58
.. 1st M.....	.....	98	98	98	98	98
.. 2d M.....	97	97	96	97	97	97
.. Gen. mort.....	.....	90½	90½	90½	90½	90½
Penn. State, 6s, 1st series.....	.....	.....	91	91	91	91
.. 6s, 2d series.....	104½	104½	104½	104½	104½	104½
.. 6s, 3d series.....	107½	107½	107½	107½	107½	107½
.. 6s, W. L.....	.....	.....	.....	.....	.....	.....
Philadelphia City, 6s.....	new	99½	99½	99½	99½	99½
Philad., Germ. & Nor.....	.....	.....	.....	.....	.....	.....
Phila. & Reading.....	54	54½	54	54½	54	54
Philadelphia and Erie.....	24½	24	24	24	24	24
.. 6s.....	89	89	89	89	89	89
.. 7s.....	86	86	86	86	86	86
Schuylkill Navigation.....	.....	15½	15	15	15	15
.. pref.....	15½	15	15	15	15	15
.. 6s, 1882.....	.....	77½	77½	77½	77½	78
.. 6s, 1876.....	.....	.....	.....	.....	.....	.....
.. 6s, 1872.....	.....	.....	.....	.....	.....	.....
Huntington, (Horse)....	20½	21	21	21	20½	20½
Chestnut & Wal.....	.....	.....	.....	.....	.....	.....
Green & Coates.....	.....	.....	.....	.....	.....	.....
2d and 3d streets.....	.....	.....	.....	.....	.....	.....
Spruce and Pine.....	.....	.....	.....	.....	.....	.....
13th and 15th sts.	23	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 7.

W.1 Th.2 F.3 Sat.4 M.6 Tu.7

Baltimore City 6s, 1875.....	.....	.....	.....	.....	95	.....
.. 1886.....	.....	.....	.....	.....	.....	.....
.. 1890.....	96½	96½	96	96	96	96
.. 1884.....	.....	.....	.....	.....	.....	.....
.. 1900.....	.....	.....	.....	.....	.....	.....
Balt and Ohio.....	139½	139	138½	138	138	138
.. bonds, 1875.....	.....	.....	.....	.....	.....	.....
.. .. 1880.....	.....	.....	.....	.....	.....	.....
.. .. 1885.....	.....	.....	.....	.....	93½	.....
Marietta & Cin. 1st M.	96	96	96	96	96	96
.. 2d M.....	82½	82½	83	82	82	82
.. 3d M. 8s.....	79	79	79	79	79	79
Northern Central.....	40	39	39	39	39	39
.. bonds, 1885.....	.....	.....	.....	.....	94	.....
.. .. 1900.....	.....	.....	.....	.....	85½	.....
Pittsb. & Connells. 7s....	92½	92½	92½	92½	92½	92½
N. W. Va. 1st mort.....	.....	.....	.....	.....	.....	.....
.. 2d mort.....	.....	.....	.....	.....	.....	.....
.. 3d mort.....	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	60½	60½	61	60½	64	64
Defer. Certif. 24½	24½	24½	25	24½	25	25
Pitts. Passenger R. R. ....	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 8.

Th.2 F.3 Sat.4 M.6 Tu.7 W.8

Boston and Albany.....	147½	146½	146	146	146	146
Boston and Lowell.....	137	137	137	137	137	137
Boston and Maine.....	143½	143½	143½	143½	143½	143½
Boston and Providence.....	144	144	144	144	144	144
Boston, Hartford & Erie.....	7½	24½	24½	26	26	26
Cheshire, pref.....	79	79	80	80	80	80
Connecticut River.....	.....	.....	.....	.....	.....	.....
Eastern.....	107½	107½	107½	107½	107½	107½
Fitchburg.....	.....	.....	.....	.....	.....	.....
Manchester & Lawr'ce.....	117	117	117	117	117	117
Michigan Central.....	117	117	117	117	117	117
Northern, N. H.	112	112	112	112	112	112
Ogdens & Lake Champlain.....	86½	87	87	87	87	87
.. pref.....	.....	.....	.....	.....	.....	.....
Old Colony & Newport. 103	103	103	103	103	103	103
Ph. Wil. & Baltimore. 54	54	54	54	54	55	55
Portl'd, Saco & Ports.....	130½	129½	129½	129½	129½	129½
Union Pacific.....	23½	23½	23½	23½	23½	23½
" 6s.....	85	86	87	87	87	87
" Land Grant 7s 74½	74½	74½	74½	74½	74½	74½
" Income 10s. 75½	75½	75½	75½	75½	75½	75½
Vermont & Canada.....	101	101	101	101	101	101
Vermont & Mass. ....	.....	.....	.....	.....	.....	.....
South Boston (Horse).....	.....	.....	.....	.....	.....	.....
Cambridge.....	.....	.....	.....	.....	.....	.....
Metropolitan.....	.....	.....	.....	.....	.....	.....
Middlesex.....	82½	82½	82½	82½	82½	82½
Central Mining Co. ....	.....	.....	.....	.....	.....	.....
Copper Falls.....	9	9	9	9	9	9
Franklin.....	.....	.....	.....	.....	.....	.....
National.....	.....	.....	.....	.....	3½	3½
Pewable.....	.....	.....	.....	.....	.....	.....
Quincy.....	.....	.....	.....	.....	.....	.....

London Stock Exchange.

Closing Prices—

Oct. 27. Oct. 20.

At. & Gt. West. N. Y. sec. 7 per ct	85	90	85	90	90	90
1st mort, 1880.....	80	85	80	85	85	85
Do. 2d mort, 1881.....	80	85	80	85	85	85
Do. Penn. 1st mort, 1877.....	85	90	85	90	90	90
Do. do., 2d mort, 1882.....	80	85	80	85	85	85
Do. Consol. 7 per cent. mort. 1890.....	36	36	36	36	37	37
Detroit and Milwaukee 1st mort. 7s.....	—	—	72	72	72	72
Do. 2d mort. 8 p. c.	—	—	69	72	72	72
Erie shares 100 do. all paid.....	23½	24	22½	23	23	23
Do. sterl. 6 p. c. convertible bonds 68	68	72	—	—	—	—
Illinois Central, 6 per cent., 1875.....	—	—	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 101	101	101	101	101	101	101
Do. 100 do. shares, all paid.....	107	108	107	108	107	108
Panama General mort. 7s, 1897.....	90	85	78	82	82	82
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99	97	99
Do. General mort. 6 p. c. 1910.....	95½	96½	95½	96½	95½	

Nov. 3, \$16,985,000; Nov. 4, \$41,010,000; Nov. 6, \$32,308,000; Nov. 8, \$51,157,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Nov. 4th, 1871, \$72,727,052, against \$75,427,257 same time in 1870.

The export drain of specie was \$488,161 last week, against \$3,156,924, same week preceding year. The shipments since January 1, 1871, have been \$60,139,044, against \$54,866,403 same time in 1870.

The specie exports by steam and rail from San Francisco, from Jan. 1, to Oct. 25, were \$13,776, 882, and through the Post Office \$10,991,000.

The customs demand for Gold last week, averaged \$431,275 a day; thus far, this week, it has averaged \$488,000 a day, or equal to a weekly aggregate of \$2,928,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$13,663, and since Jan. 1, 1871, \$8,402,517 against \$11,108,819 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$186,935,617 against \$124,320,770 same time in 1870.

Foreign exchange has been comparatively quiet, but fairly steady as to rates. Bankers' sixty day bills on London closed on Wednesday at 108½@108½; sight bills on London, 109½@109½.

The produce exports from this port, week ending with Nov. 7, were to the currency value of \$5,564,262.

Government securities have been in active request at much firmer rates, particularly the 1867 Five-Twenties, which were quite scarce for immediate delivery and exceptionally buoyant as to price. The later dealers showed rather less firmness.

On Wednesday, Government bought in one millions of Five-Twenties at 111 24@111 59 nett. The amount of bonds offered was \$2,015,050 at from 111 24@111 74.

U. S. sixes of 1861 closed here on Wednesday of the current week at 116¾@117; U. S. Five-Twenties of 1862, 111¾@111½; U. S. Five-Twenties of 1864 at 111¼@111½; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated, 113¾@113¾; U. S. Five-Twenties of 1867, 114@114½; U. S. Five-Twenties of 1868, 114@114½; U. S. Ten-forties at 109¾@109½; U. S. Six per cent. currency bonds, 111¾@112.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 25.	Oct. 31.	Nov. 8.
Consols	93	93	92½@93
U. S. 5-20's of 1862..	90¾	91¾	91¾
U. S. 5-20s, 1865	90½	91½	91½
" 1867	92½	93½	93¾
" 10-40s	89¾	89½	89½
Eric.	24	....	24½

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2½ per cent. discount.

State bonds have been in moderate demand at generally steady prices.

Railway bonds have been in very good request and the more popular of the old loans have been quite readily taken at firmer and rising prices. Central Pacific Sixes closed buoyantly at 108@108½, with very few bonds offering at even these

figures in the open market. The inquiry for this Loan from European buyers continues quite urgent, and the tendency of the price is decidedly upward. For the Chesapeake and Ohio Sixes, an improved investment call has been noted at the established price of 93 per cent. and accrued interest.

The earnings of the Central Pacific Road in October were \$1,005,475, or \$177,028 more than in October 1870; and for the ten months of 1871, \$7,958,827 or \$1,324,915 more than for the corresponding months of 1870.

Railway and miscellaneous share property has been less active but generally quoted strong as to price though closing steady.

General business has been on a restricted scale in most kinds of Produce. Breadstuffs and Provisions closed irregularly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 494,227 bales, against 584,038 bales same time in the preceding year; exports 189,217 bales, against 204,000 bales in the previous year; stock at the ports at latest dates, 263,100 bales, against 275,000 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate demand at 7@12½ cts.; Veals at 5@11 cts.; Sheep at 5@6½ cts.; Lambs at 7@8½ cts.; Swine, inactive 4½@5½ cts per lb., all live weight. The week's receipts were 7,554 Beeves, 1,600 Veal Calves, 36,470 Sheep and Lambs; and 42,632 Swine.

Foreign goods have been in light demand as a rule, but prices have been quoted about steady. The week's imports of foreign goods reached \$6,926,198, including \$2,459,873 of dry goods.

Ocean freights have been less active, rates have been quoted much weaker toward the close.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 15½; do., Fund Act, 1868, 21½; South Carolina 6s, new, Jan. and July, 35; do. Apl. and Oct., 34; Arkansas 6s, Fund Act, 55; N. Y. State 7s, B. L. reg., 108½; do. 6s, 1874, 107; Alabama 8s, 98½; Brooklyn 6s, W.L., 93¾; Long Dock bonds, 90½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do., 2d mort. 74; Am. Dock and Imp. 7s, 95½; Albany and Susq. 2d mort., 92½; Central of New Jersey new bonds, 102; Ohio and Miss. Consol., 93; Pacific 7s, guar. by Mo., 100½; Cedar Falls and Minnesota 1st mort., 85; Gt. Western 1st mort., 1888, 90½; Dubuque and Sioux City 1st mort., 93; Lake Shore and Michigan Southern scrip, 77½; New York and New Haven R. R. scrip, 138½; Consol. Coal of Md., 42; Pennsylvania Coal, 217; Spring Mt. Coal, 68; Maryland Coal, 24½; Western Union Telegraph, 64½; Adams Exp., 68; Am. Mer. Union Exp., 60; U. S. Exp., 58½; Quicksilver Mining pref., 24½;

Philadelphia.—Connecting R. R. bonds, 89; Belvidere Delaware 3d mort., 82; Pennsylvania Canal 6s, 75; Penn. and New York 7s, 94½; West Jersey 7s, 102; Wilmington and Reading 7s, 94½; Huntington and Broad Top Mt. 1st mort., 100; Schuylkill Nav. Boat Loan, 75; do., 6s, 1895, 80½; Philadelphia and Reading 6s, 1843-80, 92; do., mort. 7s, 1893, 100½; Camden and Atlantic pref., 80; Philadelphia and Trenton R. 2d mort., 82½@83½; do., 3d mort., 79@80; Con-

R., 128; Nesquehoning R. R., 56; Fulton Coal, 5¾; Big Mt. Coal, 6½. The latest quotations are: City 6s, 96@97; do. free of tax, 99½@100; State 5s, coupon, 100@—; do. 6s, W. L. 100½@—; do. 1st series, 102 @103; do. 2d series 104@104½; do. 3d series, 107½@108; Reading, 54½@54½; do. 7s, 1893, 100½@—; do. mort. 6s, 1880, 91@92½; Camden and Amboy, 129½@130; do. mort. 6s, 1889, 93½@94; do. 1883, 90@90½; do. 1889, 89½@90½; Pennsylvania R. R., 58½@58½; do. 1st mort., 97½@98½; do. 2d mort., 97@97½; do. General mort. coupon, 90¾@90¾; do. reg., 90@91½; Little Schuylkill R.R., 45@46; Morris Canal, 48@50; do. pref., 118@123; do. 6s, 87@—; Susquehanna Canal, 6@10; do. 6s, 61@—; Schuylkill Nav., 7½@9; do. pref., 15½@15%; do. 6s, 1882, 78@80; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 93@94½; do. 5s, 61@—; Lehigh Coal and Navigation, 34½@34½; do. 6s, 1884, 83¾@84; do. R. R. Loan, 90@90½; do. Gold Loan, 90¾@91; North Pennsylvania, 47@—; do. 6s, 99@100½; do. 7s, 97@97; do. Chatte 10s, 105@110; Philadelphia and Erie, 24½@24½; do. 6s, 85½@86½; Minehill, 52½@52½; Catawissa, 14@16; do. pref., 45½@46; Lehigh Valley, 59½@59½; do. 6s, new coupon, 96@97½; do. reg., 97½@98; do. 7s, 100@100½; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 62@69; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 30@32; Green and Coates, 46@—; Chestnut and Walnut, 52@53; Hestonville, 20½@21; Union, 60@—; Germantown, 31@34.

Boston.—Eastern R. R. 6s, 1885, 95½; do. 1889, 96; Agricultural Br. 1st mort. 6s, 84; Framingham and Lowell 1st mort. 7s, 1891, 88¾; Vermont Central 1st mort., 84½; Vt. Central and Vt. and Canada 8s, 1877, 100; Old Colony and Newport 7s, 1877, 102; Missouri River, Ft. Scott and Gulf 10s, 2d mort., 1890, 91; Boston, Clinton and Fitchburg 7s, 1890, 85; Western R. R. 6s, 1875, 98½; Ogdensburg and Lake Champlain 8s, 1879, 102; Philadelphia and Reading 7s, 100; Burlington and Missouri River 8s, 1894, 103; Stanstead, Shefford and Chamby 7s, 83; Rutland, R. R., 23½; do. pref., 78½; do. 7s, new 83; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 1890, 81; Indianapolis, Cincinnati and Lafayette R. R., 7½; Eastern (N. H.) R. R., 101½; Norwich and Worcester R.R., 116; Boston Water Power, Co., 42½; Cary Imp., 11½; Maine 6s, 1889, 100%; Massachusetts 5s, 1894, gold, 90¾; Chicago 7s, Sewerage, 95; St. Louis 6s, 1886, 86; Cook Co., Ills., 7s, 94½; Boston 5s, 1882, gold, 99¾; do. 1884, 98½; Charlestown 6s, 1891, 99½; Ridge Mining Co., 2.

Baltimore.—Orange, Alex. and Manassas bonds, 80; Northern Central 6s, gold, 1900, 92; Orange and Alexandria 4th mort., 8s, 81½; Central Ohio R. R., 29; do., 1st mort., 84½; Virginia and Tennessee 2d mort., 77; Maryland Defense Loan, 104; Memphis City 6s, 55½. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 92½@92¾; Baltimore and Ohio, 138@140; do. 6s, 1875, 95@95; do., 1880, 93@95; do., 1885, 98@98; Northern Central, 39¾@39½; do. 6s, 1885, 93@94; do., 1900, 85@86½; do. 6s, 1900, gold, 92@92½; N. W. Va. 1st mort., 97@—; do. 2d mort., 97½@—; do., 3d mort., 1885, 86@91; Marietta and Cincinnati 7s, 1892, 95¾@96½; do. 2d mort., 82½@83½; do., 3d mort., 79@80; Con-

tral Ohio, 29@30; do., 1st mort., 84½@84½'; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 90@90½; do., 2d mort. pref., 62@—; do., 6s, guar. by Washington Co., 82@83; Richmond and Danville bonds, 76½@78½; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 86@—; do., 4th mort. 8s, 80½@81½; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 8s, 85@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@77½; Baltimore 6s, 1875, 95@95¾; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 95½@96½; do., 1893, —@97½; do., 1900, 96@26½; Memphis City 6s, 54½@55½; Maryland 6s, 1890, 94@—; do., Defense Loan, 1883, 104@105; City Passenger R. R. 22½@—; George's Creek Coal, 76½@83.

Increase of through Freight over the Central Pacific Railroad.

We have just received from C. W. Smith, General Freight Agent of the Central Pacific Railroad Company, a statement of the quantities of through freight forwarded to the East over the road during the month of September, from San Francisco, San Jose, Stockton, Sacramento and Marysville. The freight business of the road was never so pressing as now. The weight of through freight shipped from California in September was the largest on record, amounting to 8,907,607 lbs., equal to 4,454 tons. The general capacity of a car is ten tons; from which it will be seen that 445 car loads of freight were sent to Eastern cities from California in September. Most of this quantity, of course, went from San Francisco—the amount shipped from there being 7,929,441 lbs., or 3,965 tons. The freight shipped from San Francisco in September embraced 200 car loads of Tea, 23 car loads of Coffee, 6 car loads of Silk, 6 car loads of Wine, 34 car loads of Wool, 6 car loads of Leather, 34 car loads of Hides and Skins, 8 car loads of Salmon, 1 car load of Hops and 74 car loads of unspecified merchandise. There were 2 car loads of Wine and 36 car loads of Fruit from San Jose, Sacramento, Stockton and Marysville, 3 car loads of Wool from Sacramento and 1 car load of Live Stock from San Jose. The following is a statement of pounds of through freight forwarded to the East over the road in September and for the first nine months of the year:

	September.	Nine Months.
Tea, lbs.	4,002,581	9,672,455
Coffee.....	457,465	822,415
Cotton (foreign).....	125,420	
Silk.....	124,522	628,388
Wool.....	839,020	13,449,878
Hides.....	673,097	711,973
Leather.....	115,714	1,200,749
Wine.....	142,295	1,835,050
Hops.....	21,458	142,946
Quicksilver.....	.....	81,900
Lumber and Shingles .....	.....	720,863
Glue.....	.....	85,052
Fish.....	160,799	545,559
Oil.....	.....	42,187
Whalebone.....	.....	8,649
Straw Hats.....	.....	8,528
Arms.....	.....	14,970
Shubbery.....	.....	20,000
Spices.....	.....	27,450
Base Bullion.....	.....	98,384
Machinery.....	.....	40,000
Stock, (1 car load).....	20,000	280,000
Nuts.....	.....	18,470
Gum.....	.....	74,995
Fruit.....	728,819	1,446,245
Furs.....	.....	115,931
Unspecified	1,621,807	9,651,258

Totals..... 8,907,607 41,839,760

It will be noticed that the Tea and Coffee shipments for September were nearly as large as for the previous eight months. The monthly ship-

ments of through freight by the above route from San Francisco and the interior cities named since January 1st, have been as follows:

	San Francisco.	Interior.	Total.
January, lbs.....	1,359,040	162,948	1,521,988
February	1,393,125	170,023	1,563,248
March.....	2,450,897	293,349	2,744,246
April.....	4,425,755	487,316	4,913,071
May.....	6,508,970	844,471	7,363,441
June.....	5,260,973	440,736	5,701,709
July.....	3,420,427	555,361	3,975,788
August.....	4,502,937	655,725	5,158,662
September.....	7,929,441	978,166	8,907,607

Totals..... 87,251,564 4,588,195 41,839,760

The traffic for September was 1,600,000 lbs larger than any previous month this year. There has been a steady gain since June. The month of October will probably present as good a showing as the previous month, since large quantities of Tea and Coffee are known to have passed over the road, including the cargo of the Hammonia from Shanghai.

A meeting of the stockholders of the Atlantic and Great Western Railroad Company of Pennsylvania was held in Philadelphia on the 4th inst., to take action on the agreement for the consolidation of that company with the Atlantic and Great Western Railroad Company of New York. Stockholders representing the entire stock of the Pennsylvania Company were present, and voted in favor of adopting the joint agreement with the New York company owning the part of the line in that State.

The Columbus, McArthur and Gallipolis Railroad company has been organized to construct a railroad from Gallipolis, in Meigs county, on the Ohio river, via McArthur, Vinton county, to Logan, Hocking county, where it is intended to connect with the Columbus and Hocking Valley Railway—thus giving the Capital City direct railroad connection with the inexhaustible rich coal, iron and salt veins of the extreme southern portion of Ohio.

The Jacksonville, Pensacola and Mobile railroad, which is finished and in running order from Jacksonville to Quincy, Fla., a distance of 185 miles, with a branch to St. Marks, a distance of 22 miles, has been conveyed by the stockholders, by a deed of trust, to Francis H. Flagg, D. G. Ambler, and Converse L. Chase. This road received aid from the State of Florida to the amount of \$4,000,000.

A narrow gauge railroad has been opened to traffic between Toronto and Orangeville, in Ontario, Canada, and is doing a successful business in the transportation of freight and passengers. The gauge, three feet and a half, is found no obstacle to its efficiency for carrying freight, while the accommodations for passengers are described as entirely comfortable and satisfactory.

The Bangor *Whig* learns that on and after the 13th of November a train will be run from that city to St. John, N. B., over the European and North American Railway, in the night, starting on the arrival of the Maine Central mail train from the West. The way or local mail will be carried on the night trains, while the through mails will be taken on both night and day trains.

The earnings of the Toledo, Wabash and Western Railway in October, 1871, were \$600,205, against \$451,293 in October, 1870—an increase of \$148,912.

OFFICE OF FISK & HATCH, BANKERS AND FINANCIAL AGENTS

OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY,

No. 5 NASSAU-ST., NEW YORK.

Within a year the CHESAPEAKE AND OHIO RAILROAD will be in operation as a through line from the Atlantic to the Ohio, crossing the great iron beds of Virginia and the remarkable coal deposits of the Kanawha Valley. After its Western connections are completed, it will form a favorable and popular through route between the coast cities and Cincinnati, Louisville, Nashville, Memphis, New Orleans, St. Louis, Chicago and San Francisco.

We are now selling the last of the FIFTEEN MILLION GOLD LOAN, secured by mortgage on the whole railroad property. These bonds combine perfect safety with a fair income, and a prospective advantage in their future market value. Holders of Five-twenties, or other high-priced securities, can exchange for these bonds, and realize a handsome increase in the amount of their invested principal and their annual income, without impairing the security of their investment.

The CHESAPEAKE AND OHIO BONDS are issued in \$100, \$500, \$1,000, either coupon or registered; interest six per cent. gold, payable May and November. Price, for the present, 93 and accrued interest from Nov. 1. We recommend them to our friends and customers with the same confidence with which we have always recommended the UNITED STATES GOVERNMENT and the CENTRAL PACIFIC BONDS.

We continue to buy and sell CENTRAL PACIFIC BONDS, and fully expect they will, in time, reach the price of Five-twenty Bonds. They are dealt in at all the principal money centres of the world. The Company have none left, and can issue no more on their main line, as the amount was fixed by act of Congress at \$25,885,000. The property pledged to secure the bondholders is worth fully \$100,000; the net receipts of the road for the year will be nearly three times the interest payments thereon.

We buy and sell FIVE TWENTIES, TEN-FORTIES, EIGHTY-ONES and CENTRAL OF WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

Deposit account of banks, bankers and others received, on which we allow four per cent. interest. Checks payable on presentation, without notice, the same as at a national bank.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Work on the Portland and Ogdensburg extension from North Conway to Sawyer's Rock, fifteen miles below the Crawford Notch, has now commenced and will be pushed all winter. This portion of the route follows the Saco at intervals through Upper Bartlett; its accomplishment will be an earnest of the determination of the railroad company to push forward the gigantic undertaking of placing the rails along the steep sides of the great mountains in the Notch itself, which is the next step in forming a junction with this line through Vermont to the St. Lawrence at Ogdensburg.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$2,489,830	\$1,642,304
" cotton....	1,360,288	1,064,955
" silk....	2,060,820	1,762,812
" flax....	1,023,876	918,372
Miscellaneous dry goods..	612,811	750,018

Total entered for consump. \$7,547,625 \$6,138,461

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$722,886	\$841,400
" cotton....	213,604	204,974
" silk....	440,812	439,098
" flax....	337,879	259,795
Miscellaneous dry goods..	83,320	109,468

Total withdrawn from warehouse \$1,797,501 \$1,854,735
Add entered for consump. 7,547,525 6,138,461

Tot. thrown on the market. \$9,345,126 \$7,998,196

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$776,340	\$1,043,579
" cotton....	195,144	328,478
" silk....	386,689	495,814
" flax....	375,159	518,026
Miscellaneous dry goods..	84,601	87,617

Total entered for wareh'g. \$1,817,933 \$2,473,514
Add entered for consump. 7,547,625 9,138,461

Total entered at the port. \$9,365,558 \$8,611,975
The imports of foreign dry goods at New York for ten months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$18,543,770	\$25,158,585
" cotton....	18,594,776	17,829,748
" silk....	19,653,251	25,646,965
" flax....	8,939,260	10,643,004
Miscellaneous dry goods	7,792,214	9,057,000

Total entered for cons'p. \$68,523,271 \$88,335,302

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool ...	\$10,391,717	\$11,126,303
" cotton....	4,688,118	4,615,929
" silk....	4,770,188	6,555,835
" flax....	4,972,754	4,494,384
Miscellaneous dry goods.	1,173,965	1,296,862

Total withdrawn from warehouse \$25,996,742 \$28,089,313
Add entered for consump. 68,523,271 88,335,302

Total thrown on the market..... \$94,520,013 \$116,424,615

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$9,681,730	\$12,082,016
" cotton....	4,355,241	5,163,856
" silk....	4,795,097	7,256,047
" flax....	4,066,911	4,071,540
Miscellaneous dry goods.	1,184,800	1,574,918

Total entered warehouse. \$24,083,779 \$30,148,877
Add entered for consump. 68,523,271 88,335,302

Total entered at the port. \$92,607,050 \$118,483,679

THE Lexington (Ky.) Press says that the contract for building the Lexington and Big Sandy Railroad to the mouth of the Big Sandy has been let out, as also the sub-contract for the distance from Lexington to Mt. Sterling. It may, therefore, be confidently expected that work on the road will soon be commenced.

Journal of Railroad Law.

RAILROAD COMPANIES—STANDING ON SIDE TRACK IN REAR OF "CUT OFF TRAINS" NEGLIGENCE—RULE OF LAW.

The facts in the recent case of Van Schaick, Executor of George Van Santwood, vs. The Hudson River Railroad Company, (43 N. Y. 527,) are fully and clearly stated in the following opinion by—

FOLGER, J.—The questions in this case arise upon the defendant's motion to nonsuit the plaintiff and dismiss the complaint. The questions are, was the defendant guilty of negligence, which caused the death of the plaintiff's testator? Was the plaintiff's testator guilty of negligence, to which contributed his death?

It seems clear to us, from the undisputed facts, that the latter query should have been solved in the affirmative. And there being no dispute as to the evidence which in our view is controlling, the question was not one of fact for the jury, but one of law for the court, and the learned justice who held the circuit erred in refusing the nonsuit and to dismiss the complaint.

Here was a person of mature years, of acute and trained mental faculties, of large experience and acquaintance with the ways of travel, and the localities over which he was then passing. He had a knowledge, got by use, of the very method and way in which he was then seeking his destination. He was taken up, he was carried, he was set down, just as and where he had before been. He started to walk north, as he had been used to do, upon the up main track, along which, cars moving southwardly toward him, could easily be seen approaching. To walk up this track was to him as to others, a customary way of passage on foot, from the round house to the ferry. The main track was, to his observation, the safe and usual track on which to walk. The side tracks were not for that purpose, but for the deposit of cars, and for the backing upon of trains for the uncoupling and deposit of cars. But at the request of an acquaintance, instead of passing along over and off the main track, and so beyond danger from the matter moving upon any of the tracks he tarried. And then of his own volition, for his own purpose, without the need put upon him by any act or arrangement of the defendant, he stepped from off the main track, which was clear and safe, upon this side track, and there placed himself between the rails behind cars there standing, and there he stopped and stood, where he could neither be seen from the north nor could himself see toward the north. While there, engaged in an act of necessity, doubtless, but a necessity of his own, the train in which he had been a passenger backed down, struck against the cars behind which he was standing, put them in motion, pushed them against and over his body, and killed him. The action of the train in backing down was to switch off and disconnect cars which were to be left from it. It was its customary and proper action on its arrival there. The track on which he stood was used for that purpose and long had been; being one of a great number thus used, lying in contiguity. It was in no sense a footway for travel or a place of stoppage for passengers arriving by that or other trains. It was neither necessary or customary for that purpose. To place himself upon it as he did, he was obliged to tarry on the roadway, and to leave the track on which passengers usually and before that passed from the caboose to the ferry. The bare statement of these facts carries with it the conclusion that the testator, from preoccupation of mind and inattention to circumstances, carelessly placed himself where harm might come to him.

Doubtless the deceased, while on the train, was a passenger in the care of the defendant. And after he left the train, still so far a passenger, as that the defendant was bound to provide him egress from their premises, safe for him to use. But he was a passenger, under such relations and circumstances as were not strange and unaccustomed to him. The facts of the case show, that had he continued in the way of egress provided for, and before that, made known to him, he would have come off in safety. He had before ridden from Schodack in the caboose, and it had before been cut off near the round-house, and he obliged to make his way on foot from that point to the ferry. And though more inconvenient than a trip by passenger train, it was still less inconvenient than not to come at all, and was, as he said, an accommodation. It appeared from the testimony, that not always could he obtain a passage in the caboose of the freight train from Schodack to the round-house, and that on this day it was especially sought for by him. He took passage, with knowledge of all the incidents of that way of passage. Can it then be said, that the contract of the defendant with him was any more than to take him up at Schodack to bear him to the round-house, to set him down there, and to find him clear foot way up the main track, and off it to the ferry, as they had heretofore done. There is no proof of any ticket sold and delivered to him, so that the contract is to be deduced from the facts as they all appear. Had he followed, and adhered to the course of travel, which they had before that afforded to him, and which he knew beforehand he must take, for aught that appears, no injury would have befallen him. For this train, to those who had used to take it, the round-house was the end of transportation. The dealings between the testator and defendant, had been such as to come to this, that the defendant had made known to him, that this train was not run especially for the conveyance of passengers, but that to accommodate them, they would on payment of fare, be taken into the caboose of the employees, and in it carried to the round-house, where the caboose would stop; and from whence they must go on foot, over the open and unobstructed main track; and that he had for this accommodation to him, paid his fare, to alight when the caboose stopped, and to finish the way on foot. It is not the ordinary case of one seeking passage to a given place, and paying fare to it, being with no previous intimation put upon a train which goes not to it. Neither is it the case, on which the manuscript opinion of the commission of Appeals has been furnished to us, of one, who though knowing that he is to take a freight train, for his paid for passage from one place to another, is compelled for the first time in his experience, to seek the train at a distance from the station, and in the way there, stumbles into pitfalls unknown to him, and of which he has had no warning. There, in ignorance on the part of the

passenger of the existence of any peculiar circumstances, the contract is to carry safely, and to afford safe way of access to the vehicle. If in that case, it had been said to the passenger, to go at this time, you must go by a freight train, not on purpose for passengers; it stands yonder; you must go to it to get on board; on the way to it there is a place dug out, over which you must pass; if under these circumstances you choose, your fare will be taken and a ticket sold to you; and he had paid and gone; it would have needed to have rendered the carrier liable, that more should have been shown, than merely that the passenger had fallen into the pit and had been hurt.

The argument of the learned counsel for the respondent seems to exclude the idea that the testator was in a way familiar to him, and that he was pursuing a mode of reaching Albany, as to which from use, he knew all. It is one too important to be dropped from the consideration of the case. He knew where he was to be set down. He knew the track he was to follow from there to the ferry. He was in familiar surroundings. Despite this, he stopped, he left the main track, where passage was usual and safe, and range of vision unobstructed; he stepped between the rails of a side track, just in the rear of cars subject to be disturbed, and there he stopped and stood.

Does it not seem clear that this was not ordinary care of self? It seems to us a self evident proposition, that no prudent man would deliberately take this stand between the rails of a railroad track, out of view, close to and behind a car, when three feet therefrom was a clear way, upon which he could see and be seen afar.

It comes to this, then, that the plaintiff's testator was a negligent contributor to the injury he suffered; or that the exercise of the ordinary care of a prudent man is excused, for that nature was so urgent that her demands were paramount. But if nature was urgent, it was an urgency which was upon him alone, and which he had no right, in his duty to others, to permit to overcome his care for himself. And it can be no excuse for the lack of prudence that the pressure of a private necessity, or the sense of delicacy in its relief, was stronger than his care for his own person. Certainly the disastrous results of so yielding to that pressure and that sense as to forget and to neglect that care, should not be visited upon those who were not instrumental in producing the necessity, and knew not of it.

The judgment of the court below should be reversed and a new trial granted, with costs to abide the event.

Judgment reversed, and a new trial ordered.

Vineland Railroad.

The Vineland Railroad, extending from Atsion, on the Atco spur of the New Jersey Southern Railroad, to Stowe Creek, on Delaware Bay, a distance of $47\frac{1}{2}$ miles, has been completed, and in the course of a week trains will begin to run regularly over the entire length of the road. It requires, it is stated, only ten miles of road to be finished in Delaware to give New York a direct connection with Norfolk by way of the Delaware and Maryland Railway. A ferry company has also been organized in connection with this road

under the style of the "New Jersey and Delaware Ferry Company," with William A. House as President, Charles K. Landis, Treasurer, and Edwin M. Turner, Secretary, for the purpose of running a boat from the railroad terminus to Spruance wharf, on the opposite side of the bay in Delaware; also to run steamers *via* Chesapeake canal to Baltimore, and to the different towns along the Delaware river. The intention of this railroad and ferry company is to establish a grand freight and passenger route by canal, ferry and railroad, between the South and New York and the Eastern States.

The Public Debt Statement.

The following is a recapitulation of the public debt statement October 31, 1871:

DEBT BEARING COIN INTEREST.

Five per cent. bonds.....	\$27,057,600 00
Six per cent. bonds.....	1,582,512 350 00

Total..... \$1,859,569,950 00

Accrued interest..... 44,902,399 96

DEBT BEARING INTEREST IN LAWFUL MONEY.

Three per cent. certificates.....	\$25,690,000 00
Navy Pension fund 3 per cent.....	14,000,000 00
Certificates at 4 per cent.....	678,000 00

Total..... \$40,368,000 00

Interest..... 344,172 06

Debt on which interest has ceased since maturity..... \$1,793,692 26

Interest..... 298,322 45

DEBT BEARING NO INTEREST.

Demand and legal tender notes..... \$357,592,821 25

Fractional currency..... 39,488,142 70

Certificates of gold deposited..... 16,679,900 00

Total..... \$413,760,863 95

Unclaimed Interest..... 14,442 13

Total amount outstanding..... \$2,315,492,506 21

Total interest..... 45,559,336 60

Total debt, principal and interest, to date, including interest due and unpaid..... \$2,361,051,842 81

AMOUNT IN TREASURY.

Coin..... \$99,054,589 23

Currency..... 10,283,805 55

Total..... \$109,338,394 78

Debt less amount in Treasury..... \$2,251,713,448 08

Debt less amount in Treasury
October 1, 1871..... 2,260,663,939 87

Decrease of debt during the past month..... \$8,950,491 84

Decrease of debt since March 1st, 1869..... \$273,749,811 98

Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236,512	\$544,730 24
Kansas Pacific.....	6,303,000	126,060 00
Sioux City and Pacific.....	1,628,320	32,563 40
Central Pacific.....	25,881,000	517,620 00
Central Branch Union Pacific.....	1,600,000	32,000 00
Western Pacific.....	1,970,000	39,400 00

Totals..... \$64,618,832 \$1,292,376 64

Interest paid by United States..... \$12,692,475 41

Interest repaid by transportation of mails, etc..... 3,286,529 62

Balance of interest paid by United States..... 9,405,945 79

Cleveland and Pittsburg Railroad.

From the N. Y. Herald, Nov. 3.

During the day it transpired that the Cleveland and Pittsburg Railroad had been leased in perpetuity to the Pennsylvania Railroad at the rate of ten per cent. upon its present capital stock. The fact of a lease was made known in the shape of a preamble to proxies circulated by a leading brokerage firm asking endorsement of their position to make the capital stock ten millions and receive thereupon seven per cent. guaranteed interest, instead of ten per cent. on seven millions. The preamble at the head of these proxies reads as follows:

Whereas the Cleveland and Pittsburg Railroad Company and the Pennsylvania Railroad Company have entered into a contract or lease for a period of 999 years, from the 1st day of December, 1871, by which the Pennsylvania Railroad Company, as lessee takes possession of the Cleveland and Pittsburg Railroad, and all its property on the 1st of December, 1871, the general terms of said lease being that the Pennsylvania Railroad Company, as lessee, shall provide all moneys needful for the interest on the bonded obligations as they accrue from the said 1st day of December, and as they mature from time to time thereafter, and for the principal thereof, in the manner set forth in said lease, and also that the said Pennsylvania Railroad Company shall provide and pay to the Cleveland and Pittsburg Railroad Company a rental or dividend fund, which shall be equal to ten per cent. per annum upon the existing capital of said company, payable quarterly in the city of New York, clear of taxes, and in the manner provided and set forth in the lease of the Pittsburgh, Fort Wayne and Chicago Railway to the Pennsylvania Railroad Company, said rental being equivalent to seven per cent. clear of taxes, upon \$142 85 for each \$100 of the existing capital stock, &c.

In other words, present holders of Pittsburg stock may elect to receive ten per cent. in quarterly dividends on their stock as it now stands, or they may vote themselves 42 85-100 shares for each 100 shares and receive seven per cent. in quarterly dividends on 142 85-100 shares of the proposed enlarged capital.

Port Royal Railroad.

The Augusta (Ga.) Chronicle of the 4th inst., says that since the election of the new board of directors the work on the road has been going on gradually. More iron has been bought and laid; the large bridge over Whale Branch has been completed, and but a few weeks since two fine new locomotives passed through that city for the road. On the 2d of this month there were forty consecutive miles of the road built and track laid from Port Royal towards Augusta and on the 9th instant trains will be run regularly from that point for freight and passengers connecting with the Charleston and Savannah Railroad for Charleston or Savannah, as the principal object of the Directors, recently, has been to get the road to the sea for the landing of iron and other materials, thereby saving enormous expenses at Charleston, besides freight over the Charleston and Savannah Railroad. The road hereafter will be pushed forward towards Augusta.

David Hoadley, Esq., for the past eighteen years President of the Panama Railroad Company, having retired from the office, the Board of Directors, at a special meeting, unanimously elected Joseph F. Joy, Esq., late Vice-President and Secretary, to the position of President, and Mr. John Keeler to that of Secretary. Mr. Hoadley remains a member of the Board.

Virginia Valley Railroad.

The affairs of the Virginia Valley railroad have now reached a stage in which it may be realized as an actuality. The two commissioners appointed under the act of Virginia, Messrs. M. G. Harman and M. Harvey Effinger, (all the Valley stock, \$1,200,000, required by the Baltimore city ordinance having been subscribed,) came to this city and opened books of subscription on Monday last, when the million authorized by the directors of the Baltimore and Ohio Railroad Company was subscribed by President Garrett, of that road, and on Tuesday, the thirty per cent. required on subscriptions by the ordinance of the Baltimore city council of September 14, 1869, having been paid, the commissioners of finance of the city of Baltimore, Mayor Banks, and Measrs. R. T. Baldwin, and Charles J. Baker made the subscription of one million authorized by the city of Baltimore. In regard to the thirty per cent. cash required on subscriptions, it may be well to state that it was only required on such subscriptions as those made by the city of Staunton and the town of Lexington and individuals, and not on the county subscriptions. The Valley subscription to the road, by counties, towns, and individuals, was as follows: Rockbridge county \$525,000, Botetourt county \$200,000, Roanoke county \$200,000, city of Staunton \$150,000, town of Lexington \$30,000, individuals \$95,000—making the total of \$1,200,000.

Two corps of engineers are now in the field surveying for the route—one at Buchanan, in Botetourt county, and one between Lexington and Staunton. Two lines are located from Harrisonburg to Staunton, and engineering work is proceeding rapidly beyond the latter point. A large portion of the line is thus ready for contract, and it depends upon the liberality of landowners as to which of the two lines will be adopted. On one, the eastern line the right of way has already been relinquished for about the distance of fifteen miles, and on the other for about seventeen miles, the whole distance between Harrisonburg and Staunton being twenty-six miles. There are also volunteered on the eastern line subscriptions to the amount of about \$15,000, and on the other of about \$40,000. There is also some movement among interests at Harrisonburg and Salem, (the latter on the Virginia and Tennessee road,) the two termini of the road, to establish a more direct interest in the line by local subscription on the part of those towns. It will be for the company to determine, in view of the relative merits of the respective lines from Harrisonburg to Staunton, as well as the inducements offered, which route to finally take. It may be added that the Valley road, of 116 miles, commences on a better stock basis—\$3,200,000—than any, perhaps, of which we have known in all this section of country. Its importance to Baltimore, as well as the rich region which it traverses, is hardly excelled by any other connection which we have, giving us as it will, a direct new route to the great Southwest and the South.—*Balt. Sun., Nov. 2.*

New Orleans and Opelousas Railroad.

Col. Thomas Allan and his associates are energetically pushing the Iron Mountain, and Cairo and Fulton railroads to Little Rock, 340 miles from here—a point they will reach in the next year—we are gratified to find a former plan revived, that of bringing the New Orleans and Opelousas railroad in this direction from the Gulf of Mexico to meet it. This, with an intermediate road, if built, would give us a direct southern road to the sea, from St. Louis, of 750 miles. The southern terminus of this road at Berwick's Bay, is already connected with New Orleans by Morgan's Louisiana and Texas railroad, of 80 miles. From this bay the enterprising Mr. Morgan has a fleet of thirteen fine and costly steamers that distribute passengers and freights to every harbor on the gulf, as far west as the Rio Grande. If this system of roads were completed it would be difficult to overestimate its benefits to this city, the intermediate country and New Orleans.—*St. Louis Republican.*

Massachusetts Central Railroad.

At the annual meeting of the stockholders, held in West Boylston on the 1st inst., the following gentlemen were elected directors for the ensuing year; James M. Stone of Charlestown, Francis J. Parker of Newton, Joel Hayden of Haydenville, L. J. Dudley of Northampton, Francis Brigham and George Houghton of Hudson, B. H. Tripp of Rutland, Charles A. Cutting of Boston, E. B. Shattuck and Hiram Wadsworth of Barre, L. M. Hills of Amherst, and J. Edwin Smith of Smithville.

The Directors organized by choosing James M. Stone President, Francis J. Parker Treasurer, and J. M. Draper of Wayland, Clerk.

At a meeting of the directors held at Worcester on Tuesday, the treasurer stated that up to the 30th of September \$133,049 of the capital stock (\$3,000,000) has been paid in. The condition of affairs indicates an early beginning on the construction, which is only delayed until the remainder of the first assessment (of 20 per cent.) on the capital stock shall have been paid in. The contract has already been made with Mr. N. C. Munson, with the condition that the road shall be completed within two years. Of the twelve subscribing towns all have paid the assessment but Boylston, and that upon the individual shares has all been paid with the exception of \$188. The officers of the road expect the work of construction to begin within ten days.

L A new railway project has been started in Montreal which may bring forth very important results to that city. Sir Hugh Allan, of the Allan Steamship Company, has been appointed president of a company to build a "Northern Colonization railroad," running from Montreal to Ottawa, where it is to connect with the Canada Central at Pembroke. Thence a line of 180 miles is to reach Lake Nipissing, and there to connect with the network of lines in connection with the Northern Pacific already in course of construction. A bridge is to be thrown across the St. Lawrence at the island of St. Helens. Sir Hugh Allan is reported to have gone to England, to raise funds for the construction of the road.

L The Denver and Colorado Narrow Gauge Railroad cost \$12,500 per mile. There were 35 miles of rail laid in five weeks; the rails weighing 30 pounds per yard against 56 on the Denver Pacific. The weight of a train complete, carrying 200 passengers, is but 70 tons, against 146½ tons for a broad gauge train carrying 212 passengers. Each car weighs but eight tons against twenty on the old system. The freight cars, weighing 4,000 pounds, will carry 10,000 pounds weight, and though the engine and tender weigh but 15 tons they took an excursion train along at the rate of 25 miles an hour easily.

L We give elsewhere an official notice from Mr. James McHenry, stating that the trustees for foreclosure obtained possession of the above line on September 7th; that the several State organizations in connection with it were duly effected, and that the consolidation will be completed on or about the first of December proximo. In the meantime the new securities are being prepared for issue during that month, and the resumption of payments is fixed for July 1st, 1872. The revenue, under the provisional arrangement, gives signs of good development.

United Companies' Lease.

By the lease of the railroad and canal lines of the United Companies of New Jersey, the Pennsylvania Railroad Company acquires 498 miles of railroad, besides 65 miles of canal, two ferries and one bridge. The following is a list of the separate charters that pass under the lease to the Pennsylvania Railroad Company:

Camden and Amboy Railroad, 94 miles; Philadelphia and Trenton Railroad, 28 miles; New Jersey Railroad and Transportation Company, 32 miles; West Jersey Railroad, 27 miles; Salem Railroad, 17 miles; Millville and Glassboro' Railroad, 22 miles; Cape May and Millville Railroad, 41 miles; Swedesboro' Railroad, 11 miles; Belvidere Delaware Railroad, 68 miles; Flemington Railroad, 12 miles; Camden and Burlington County Railroad, 25 miles; Pemberton and Hightstown Railroad, 25 miles; Mount Holly and Medford Railroad, 6 miles; Burlington and Mount Holly Railroad, 7 miles; Vincentown Branch Railroad, 3 miles; Freehold and Jamesburg Railroad, 15 miles; Squankum and Freehold Railroad, 4 miles; Rocky Hill Railroad, 7 miles; Perth Amboy and Woodbridge Railroad, 7 miles; New Brunswick and Millstone Railroad, 7 miles; Somerset and Mercer Railroad, 18 miles; Franklin and Holmesburg Railroad, 4 miles; Connecting Railroad, 8 miles—total 498 miles. Delaware and Raritan canal and feeder, 65 miles. Jersey City Ferry Company; Camden and Philadelphia Ferry Company; Delaware Bridge Company.

L The Schenectady and Duanesburgh Railroad, extending from Schenectady to Duanesburgh, a point on the Albany and Susquehanna Railroad, about 24 miles from Albany, will be ready for the opening by the 1st of January. The road is about 14 miles in length.

Chesapeake & Ohio Railroad.**NOTICE TO BRIDGE BUILDERS.**

SEALED PROPOSALS will be received by the undersigned at Richmond, Va., until 12 M., Dec. 6, 1871, for about 2,000 feet of IRON BRIDGING, in spans of from 20 to 130 feet.

Proposals for any part or for all will be received. These bridges are for the extension from White Sulphur Springs to Millers Ferry on New River, West Va.

Circulars containing a description of the spans, etc., can be had from

H. D. WHITCOMB,
Ch. Engineer, C. & O. R. R.
Richmond, Va.

J. Clayton's
PATENT STEAM PUMPS,
24 & 26 Water St.,
Brooklyn, N. Y.
Suitable for all purposes.
Send for Illustrated Circular.

Drawing Instruments, Paper, Tape Measures, &c.

Illustrated Catalogue sent by mail, 10 cents.

JAMES W. QUEEN & CO.,
924 Chestnut St., Philadelphia.
535 Broadway, New York.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.
Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER.

Which will not take fire or explode, and is adapted to any make of Head Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

HEYERDAHL, SCHÖNBERG & CO.,
31 Pine Street,
NEW YORK.

IMPORTERS OF
RAILROAD IRON,
AND DEALERS IN
RAILWAY MATERIALS.

SOLE AGENTS
IN THE UNITED STATES FOR
SAMUEL FOX & CO'S
Bessemer Steel Rails.

Manhattan Oil Company,
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra
Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery,
Elaine, and Olive Oils, for Railroads, Steamers, Wooler
and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millspaugh.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymney
Company, in store for sale by

PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Atherton & Coles,
STATIONERS, PRINTERS,
LITHOGRAPHERS
AND
Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANKERS' STATIONERY and PRINTING.

16 Maiden Lane,
NEW YORK.

HAMILTON
RUBBER WORKS.

C. V. MEAD & CO.,
MANUFACTURERS
OF



C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.
Post Office Address, Box 588,
TRENTON, N. J.

RAILROAD IRON.

1,000 tons LYNNVI VALE,
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale
by

DANAS & LITCHFIELD,
49tf 18 William street

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in
England.) For sale by

WM. BAILEY LANG & CO.,
54 Cliff Street,
NEW YORK.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,
YORK, PENN.

This old established firm continue to build all kinds of
Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared
to receive orders and to deliver promptly. A contract has
just been made with the pioneer Narrow Gauge Road—2
ft. Gauge—on this Continent—(The Denver and Rio
Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars
sent by mail free of charge.

C. Billmeyer, D. E. Small, J. H. Small.

THE AMERICAN
DIAMOND DRILL CO.

ARE MANUFACTURING

Under the celebrated Leschot Pat-
ents, with important
improvements.

DIAMOND-POINTED
STEAM DRILLS.

ESPECIALLY ADAPTED TO

Rock Drilling

OF EVERY VARIETY.

Tunneling, Open Cut and Side Work in
RAILROAD IMPROVEMENTS.

They are Driven by Compressed Air
or Steam, and Bore at a Uniformly
rapid rate, making a perfectly cylindri-
cal hole, of the same size top and
bottom in the hardest rock.

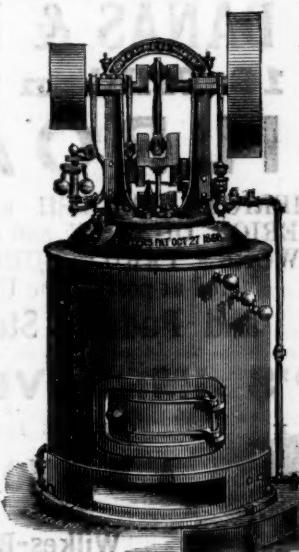
The economy of these Drills and their entire efficiency
have been abundantly established, and the advantage of the
rotary over the percussive operation very generally allowed.

NO SHARPENING REQUIRED. The Drills are also
adapted [in different sizes and styles] to Channelling,
Gadding and Shafting; also to Deep Boring for testing
the value of Mines and Quarries. Catalogues sent upon
application. Manufactured by

The American Diamond Drill Co.,
No. 61 LIBERTY ST.,
NEW YORK.

THE

Baxter Steam-Engine,
MANUFACTURED BY
COLT'S PATENT FIRE-ARMS MFG CO.,
HARTFORD, CONN.,



IS A SELF-CONTAINED MACHINE,
COMPACT, SIMPLE, SAFE, ECONOMICAL,
FULLY GUARANTEED.

SIZES, 2, 3, 5, 8, AND 10 HORSE POWERS.

For Circular and Price List address

The Baxter Steam-Engine Co.,
18 Park Place, New York

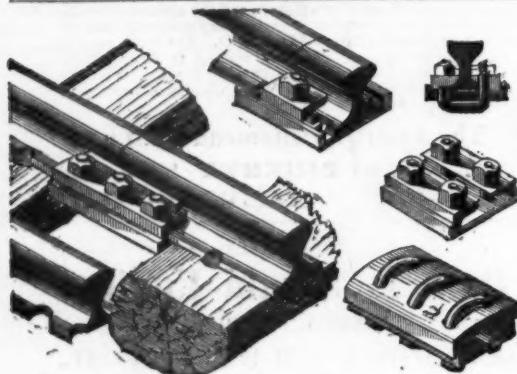
AMERICAN DREDGING COMPANY.

OFFICE NO. 214 SOUTH DELAWARE AVENUE
PHILADELPHIA.

J. H. SUMERS, PRESIDENT F. B. CULVER, SECRETARY

Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD,
No. 18 William Street, New-York,
RAILROAD IRON,

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

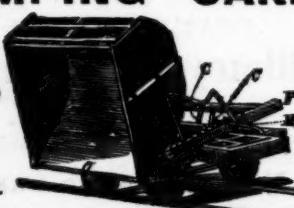


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.

TO DUMP THE CAR. Fig. No. 2, Car Dumped.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and
China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Stemmers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Nov. 15, steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jamaica, connecting at Panama with steamer CONSTITUTION, Capt. Cavalry, touching at Acapulco, Mazatlan, and Mazatlan; also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Nov. 13.

Steamer JAPAN will leave San Francisco, Dec. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH
AND
SCOTCH
FIRE BRICK

In Store and to Arrive
AT NEW YORK, BOSTON AND
PHILADELPHIA.

S. L. MERCHANT & Co.,

76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,
AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality AMERICAN or Welsh RAILS, and of any required weight and pattern.
PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.